

Sierra Vista Specific Plan Transportation Analysis

Prepared for
City of Roseville

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TRANSPORTATION AND CIRCULATION

1. INTRODUCTION

The City of Roseville's Capital Improvement Program (CIP) defines the roadway improvements that would be needed to meet its adopted level of service (LOS) policy under full build-out of all vacant land within the City (plus some potential redevelopment of properties within the City's Downtown area) and 2020 "market levels" of development in the rest of the region. This section evaluates the effects of the Sierra Vista Specific Plan (SVSP) under "2025 CIP/build-out" conditions, as well as under 2025 "Cumulative" conditions. This EIR follows up on the *West Roseville Specific Plan and SOI Amendment EIR*, adopted by the Roseville City Council in 2005.

An initial review of the project determined that implementation of the project would not affect air traffic patterns or result in inadequate parking capacity. Therefore, these issues are not addressed in this EIR. The traffic impacts of the Sierra Vista Specific Plan have been evaluated under a number of different scenarios of existing and future traffic conditions. **Figure 1** shows the location of the Proposed Project in relation to the City of Roseville.

The traffic associated with development of the Proposed Project has been evaluated under existing and future conditions. The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
 - o No Project (reflects existing traffic counts conducted in late 2007/ early 2008)
 - o Existing plus Project (Sierra Vista Specific Plan with Richland properties as Urban Reserve)
- **2025 CIP Conditions**
 - o 2025 CIP No Project
 - o 2020 CIP plus Project (Sierra Vista Specific Plan with Richland properties as Urban Reserve)
- **2025 Cumulative Conditions**
 - o Cumulative No Project
 - o Cumulative plus Project (Sierra Vista Specific Plan with build out of Richland properties)
 - o Cumulative plus Project (Sierra Vista Specific Plan with build out of Richland properties) without Placer Parkway

2. ENVIRONMENTAL SETTING

The evaluation of the operating characteristics of the existing circulation system in the City of Roseville is the initial task in defining impacts of the Sierra Vista Specific Plan on the circulation system. In order to understand existing travel patterns and conditions, major aspects of transportation in Roseville were inventoried and analyzed.

The following sections briefly discuss roadway functions, traffic volumes, and traffic levels of service, as well as transit, truck and rail services, and bicycle routes.

Study Area Roadways and Intersections

The existing street network in the City of Roseville is a product both of roadways that have provided access to the older portions of the City for decades and of roadways that were designed to serve newer specific plan areas. In each of the City's specific plan areas and the North Industrial Plan Area, arterial and collector roadway classifications have been defined and most of these roadways have been constructed. In the older portions of the City, roadways were classified as arterial or collector roadways in the 1992 General Plan Update.

The primary function of arterial roadways is to move large volumes of traffic through the City to other sections and beyond. In the specific plan areas, the right-of-way for arterials varies from 76 feet to 100 feet and generally incorporates four to six travel lanes, bicycle lanes, and a landscaped median. On-street parking on existing arterials in the specific plan areas is prohibited, and access is limited to minimize cross traffic turning movements in order to improve traffic safety and allow more efficient traffic flow. Outside the specific plan areas, some roadways function as arterials due to the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current right-of-way widths vary, but most contain more than two traffic lanes.

Collector streets generally link local residential streets and the commercial and office parking areas to the arterials. In the specific plan areas, the right-of-way for these streets varies from 54 feet to 60 feet and contains two traffic lanes and bicycle lanes. Outside the specific plan areas, a number of roadways function as collector roadways due to moderate traffic volumes and their linkage to the arterial roadway system. The right-of-way widths for these roadways vary, but most contain two traffic lanes.

The existing state highway and arterial systems within the City of Roseville are described below.

State Highway System

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but to the rest of the United States via its crossing of the Sierra Nevada. It carries commute traffic between Placer and Sacramento counties, as well as interregional and interstate business, freight, tourist, and recreational travel. Roseville is connected to I-80 by five interchanges: Riverside Avenue, Douglas Boulevard, Eureka Road/Atlantic Street, Taylor Road, and SR 65. This freeway has eight lanes west of Riverside Avenue and six lanes through the remainder of Roseville. High Occupancy Vehicle (HOV) lanes currently exist on I-80 in Sacramento County but terminate at the Placer County line.

SR 65 is generally a north–south trending State Route that connects Roseville with the cities of Lincoln and Marysville (via Highway 70). In Roseville, this highway is a four-lane freeway with access provided by four interchanges: I-80, Galleria Boulevard/Stanford Ranch Road, Pleasant Grove Boulevard and Blue Oaks Boulevard.

Arterial Street System

The arterial network may be the most important system of roads within the overall street system. It links residential areas to both commercial and employment centers and links all of these uses to the regional freeway system. The existing arterial network in the western portion of the City of Roseville is described below.

Baseline Road is an east–west arterial that links Roseville with the Dry Creek Area and SR-70/99. From the city limits east, Baseline Road provides two westbound lanes and one eastbound lane until it becomes Main Street at Foothills Boulevard.

Blue Oaks Boulevard is an east–west arterial that links the cities of Roseville and Rocklin to each other and to SR 65. Between SR 65 and Crocker Ranch Road it has four lanes. From Crocker Ranch Road to west of Fiddymment Road it has six lanes. Blue Oaks Boulevard has recently been extended west of Fiddymment Road as part of the WRSP/ Fiddymment Ranch development.

Fiddymment Road is a north/ south arterial connecting western Roseville with Placer County and the City of Lincoln. Fiddymment Road has recently been widened and realigned as part of the West Roseville Specific Plan. It is currently 4 lanes between Pleasant Grove Boulevard and the north Roseville city limit.

Foothills Boulevard is the major north–south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento. North of Cirby Way it traverses portions of the City’s Infill Area, Northwest Specific Plan and North Industrial Plan Area and currently ends at Duluth Avenue at the northern city limits. This roadway (along with Washington Boulevard, Harding Boulevard and SR 65) provides one of only four grade-separated crossings of the Union Pacific railroad mainline.

Junction Boulevard is an east–west arterial in west Roseville that has four lanes from Washington Boulevard to Baseline Road.

Pleasant Grove Boulevard is an east/west arterial that extends from the West Roseville Specific Plan area to the City of Rocklin where it becomes Park Drive and connects the WRSP, the Del Webb Specific Plan, the Northwest Roseville Specific Plan, the North Central Roseville Specific Plan and the Highland Reserve Specific Plan to each other and to SR-65. It has four lanes from its current western terminus at Market Drive to west of Foothills Boulevard. It has six lanes from west of Foothills Boulevard to SR-65.

Washington Boulevard is a major north–south arterial. It connects SR 65 and Blue Oaks Boulevard on the north to Oak Street in downtown Roseville. Most of Washington Boulevard has four lanes, except a two-lane segment north and south of where it crosses under the Union Pacific railroad north-south tracks.

Woodcreek Oaks Boulevard is a north–south arterial that extends from Baseline Road to Blue Oaks Boulevard. This arterial has four lanes from Baseline Road to north of Pleasant Grove Boulevard and two lanes north to Blue Oaks Boulevard.

Existing Traffic Levels of Service

The evaluation of traffic volumes on the roadway network provides an understanding of the general nature of travel conditions in the City of Roseville. However, traffic volumes do not indicate the quality of service provided by the street facilities or the ability of the street network to carry additional traffic. To accomplish this, the concept of “level of service” has been developed.

“Levels of service” describe roadway-operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated “A” through “F” from best to worst, which cover the entire range of traffic operations that might occur.

Level of service (LOS) A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions.

The City revised its level of service policy with the update of the Capital Improvement Program (CIP), which was adopted in September 2002 and updated in 2006. The current level of service policy calls for the City to maintain a LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The evaluation of this policy is based on buildout of currently entitled land within the City and 2020 market rate development outside of the City.

The traffic flow and capacity of Roseville's arterial/collector system is principally controlled by the capacity of its signalized intersections. Intersection operations were evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's CIP. **Table 1** presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. While the p.m. peak hour has typically been used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day, the City has decided that a.m. peak hour analysis should now be conducted as well.

Table 2 shows the volume thresholds used to determine segment-based level of service on roadways in other jurisdictions.

Figure 2 shows the signalized intersections analyzed for existing conditions within the City of Roseville.

Table 3 and **Figure 3** show the level of service at currently signalized intersections Citywide. These LOS calculations are based on the most recent intersection turning movement counts available, conducted in late 2007 and early 2008. There are currently 165 signalized intersections in the City of Roseville, however 8 of these intersections are within the City's recently adopted Pedestrian Overlay Zone, where vehicular level of service is subordinated to pedestrian safety and mobility. **Table 4** shows all intersections Citywide currently operating at LOS D or worse during the a.m. and p.m. peak periods. During the a.m. peak period, one intersection currently operates at less than LOS D. During the p.m. peak hour, eight intersections currently operate at LOS D or worse. Of these eight, five operate at LOS D, one operates at LOS E, and two operate at LOS F.

Figure 4 shows existing daily two-way traffic volumes on major roadways throughout the City of Roseville.

Existing Transit Service

Transit service is currently provided to the residents of the City of Roseville by two transit providers: Roseville Transit Services, and Placer County Transit. Their current transit routes in the vicinity of the Proposed Project are shown on **Figure 5**. Other transit systems in Roseville include taxicab services, Greyhound Bus Lines, and Amtrak. These existing transit services are described below.

City of Roseville Transit Services

Roseville Commuter Service is a fixed-route scheduled transit system operated by the City of Roseville. It provides weekday commute period service between Roseville and downtown Sacramento.

Roseville Transit is a fixed-route scheduled transit system operated by the City of Roseville within the city limits. There are currently nine scheduled routes. There are five “transfer points”: Sierra Gardens, Galleria Mall, City Hall, Auburn/Whyte, and Woodcreek Oaks/Junction. Many of the Roseville Transit riders are elderly and disabled. The Roseville Transit system connects to both Placer County Transit (at Galleria Mall and Auburn/Whyte) and Sacramento Regional Transit (at Auburn/Whyte).

There are currently no Roseville Transit routes directly serving the project site. The closest route is Route M. Route M currently travels close to the project site, with its closest access being at the intersection of Fiddymont Road and Pleasant Grove Boulevard. Route H currently travels within about two miles of the project site, with its closest access being at the intersection of Pleasant Grove Boulevard and Woodcreek Oaks Boulevard.

RADAR is a curb-to-curb system operated by the City of Roseville within its city limits, seven days a week. As a “dial-a-ride” service, it does not operate on fixed-route schedules; most of its ridership is elderly and disabled.

Placer County Transit Services

Placer County Transit is a fixed-route scheduled transit system operated by Placer County that principally serves the I-80, Highway 49 and SR 65 corridors. Some of the routes are “deviated.” A “deviated route” means that the buses generally travel on a main route (i.e., I-80) but can deviate from that route up to a certain distance (three-quarter mile in the case of Placer County Transit) to serve the specific needs of transit patrons. Placer County Transit has an Auburn to Light Rail express route that stops at the

Auburn/Whyte transfer point and connects to Sacramento Regional Transit there before proceeding to the Watt/I-80 light rail station. Placer County Transit also has a Lincoln to Galleria to Sierra College route.

Other Transit Services

Greyhound Bus Lines has a station at the intermodal facility (the Amtrak station) in Roseville. This station is a stop on the Sacramento to Auburn route and offers six to seven trips to Sacramento per day. From Sacramento, passengers can continue to destinations in any direction.

Amtrak provides intercity rail service to Placer County via stations in Roseville and Colfax. The “California Zephyr” provides east–west service between Chicago and Oakland with one Roseville stop in each direction daily. Placer County residents can also access the California Zephyr at Truckee in Nevada County. Other Amtrak trains can be accessed at Sacramento, or by using the Amtrak Thruway Bus Connections to Roseville.

Capital Corridor Intercity Rail links the Bay Area with the Sacramento area and Placer County. At present, one round trip train accesses Roseville daily. However, feeder bus service is provided to additional trains in Sacramento.

Taxi service is provided by several private companies.

Existing Pedestrian Facilities

The City of Roseville has an extensive network of pedestrian facilities. Most residential streets contain improved sidewalk facilities and crosswalks at intersections. Arterial roadways adjacent to existing residential development have wide sidewalks, often flanked by landscaping corridors. Adjacent to the project site, there are currently sidewalk facilities along portions of Fiddymment Road.

Existing Bicycle Facilities

Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans’ design standards for the following classes of bikeways:

- Class I bikeways, which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a

minimum of 10 feet wide. A 2-foot graded area should parallel the bikeway on both sides, and the bikeway should be a minimum of 5 feet from an adjacent roadway.

- Class II bikeways are frequently referred to as on-street bike lanes. They provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with cross-flows by pedestrians and motorists permitted. Class II bikeways range from 4 – 6 feet wide in Roseville and separated from vehicle traffic by a solid white stripe.
- Class III bikeways, which provide a right-of-way designated by signs or permanent markings, are shared with motorists.

In addition, Roseville has an additional classification for bikeways.

- Class IA facilities are shared pedestrian and bikeway paths within landscaped corridors along arterial and collector roadways and are separated from the roadway. Class IA bikeways are a minimum of 8 feet wide. Caltrans does not consider sidewalk facilities to be Class I facilities, and does not recommend that they be signed as bicycle routes. However, Class IA facilities are still desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to utilize on-street routes.

The City of Roseville has an adopted Bikeway Master Plan, which provides guidelines for the development of a city-wide network of Class I, II, and III bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities within Roseville.

Figure 6 shows the existing bikeways within Roseville city limits in the vicinity of the Proposed Project. Each of the specific plan areas contains significant bikeway elements within the plan areas.

Class II bike lanes currently exist adjacent to the Proposed Project on Fiddymont Road and Pleasant Grove Boulevard. The City's recommended bicycle network includes future Class II bike lanes on all arterial and collector roadways.

3. REGULATORY SETTING

Local Regulations

City of Roseville General Plan Level of Service (LOS) Policy

The City of Roseville level of service policy calls for maintenance of a level of service (LOS) C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The determination of project consistency with this policy is based on build out of currently entitled land within the City and 2020 market rate development outside of the City. The City does not currently have a level of service policy for the a.m. peak hour.

City of Roseville Improvement Standards

Roadway improvements within the City of Roseville must conform to a set of standard plans that detail City standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the Proposed Project must meet or exceed these standards.

Capital Improvement Program (CIP)

The CIP defines phasing of roadway improvements that are needed to meet the City's level of service standard. The existing CIP that was adopted in September 2002 is based on build out of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2020 market rate development outside of the City. The General Plan calls for the CIP to be updated a minimum of every 5 years or with the approval of a significant development. The CIP has been amended several times over the last 10 years as specific plans have been approved.

Long Range Transit Master Plan

The City has developed a plan to guide development of both inter- and intra-city transit services through year 2010.

Short Range Transit Plan

The SRTP is a state and federally mandated planning document that describes the plans, programs and goals of the transit operator. It has a 5-year planning horizon and is updated biennially. It focuses on the characteristics and capital needs of the existing system, and on committed (funded) expansion plans.

Bikeway Master Plan

The General Plan calls for the development of a comprehensive bikeway system that would provide connections between the City's major employment and housing areas and between existing and planned bikeways. The Bikeway Master Plan was updated in 2002. It provides guidelines for the development of a city-wide network of bicycle facilities and design standards for new bicycle facilities in Roseville.

Federal and State Regulations

There are no known federal or State standards that would directly affect the transportation and circulation aspects of the Proposed Project.

4. IMPACTS

Significance Criteria

For the purposes of this EIR, a significant impact would occur if development of the Proposed Project would:

City of Roseville

- Cause a signalized intersection previously identified in the CIP as functioning at LOS C or better to function at LOS D or worse during the p.m. peak hour;
- Cause a signalized intersection previously identified in the CIP as functioning at LOS D or E to degrade by one or more LOS category (i.e. from LOS D to LOS E) during the p.m. peak hour;
- Cause the overall percentage of intersections Citywide meeting LOS C during the p.m. peak hour to fall below 70 percent
- Not meet the policies and guidelines of Roseville's Bikeway Master Plan;
- Have a negative impact on transit operations, travel times, and/or circulation

Placer County

- Cause a signalized intersection previously identified as functioning at LOS C or better (D or better within or adjacent to the Placer Vineyards Specific Plan) to function at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan);
- Cause an intersection of segment already functioning at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan) to experience a V/C increase of 0.01 or more;

Sacramento County

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

Sutter County

- Cause an intersection or roadway segment previously identified as functioning at LOS D or better to function at LOS E or worse;

State Highway Facilities

- Increase congestion to the extent that operations on a state highway would deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR). The TCRs for Hwy 65, Hwy 70/99 and I-80 indicate that these state highways have a LOS "E" standard.
- Cause a segment of Interstate 80 or State Route 65 to degrade to LOS F, based on daily volumes.
- Increase traffic on a segment of Interstate 80 or State Route 65 that already would operate at LOS F without the Project

Methodology

The development of transportation system needs and impacts is based on the travel demand model which was originally developed by DKS Associates in 1992 for the City of Roseville and Placer County, and has since been updated and recalibrated multiple times, most recently in 2008. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The travel demand model was used to estimate future traffic volumes with and without the Proposed Project under various conditions. The outputs of the travel demand model include average daily, a.m., and p.m. peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this Traffic Impact Analysis, levels of service were evaluated at existing and planned signalized intersections throughout the City of Roseville, as well as a number of intersections and roadway segments in other jurisdictions.

The City of Roseville's level of service policy is based solely on intersection operations during the p.m. peak hour, which is generally considered the busiest part of the day on local roadways. For the Sierra Vista EIR, the DEIR considered both the a.m. peak hour and p.m. peak hour volumes in evaluating traffic impacts within the plan area even though the City of Roseville level of service policy is based on the p.m. peak hour only

Analysis Scenarios

The traffic associated with development of the Proposed Project has been evaluated under existing and future conditions. The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
 - o No Project (reflects existing traffic counts conducted in late 2007/ early 2008)
 - o Existing plus Project (Sierra Vista Specific Plan with Richland properties as Urban Reserve)
- **2025 CIP Conditions**
 - o 2025 CIP No Project
 - o 2025 CIP plus Project (Sierra Vista Specific Plan with Richland properties as Urban Reserve)
- **2025 Cumulative Conditions**
 - o Cumulative No Project
 - o Cumulative plus Project (Sierra Vista Specific Plan with build out of Richland properties)
 - o Cumulative plus Project (Sierra Vista Specific Plan with build out of Richland properties) without Placer Parkway

Development Assumptions for 2025 CIP Conditions

The City's adopted CIP Update and level of service standard considers traffic levels expected to occur under 2020 development levels, which was defined as build out of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2020 market rate development outside of the City. The build out development forecasts within Roseville are based on the forecasts developed for the City's adopted CIP update.

Development assumptions outside the City of Roseville, particularly in adjacent communities, also have an important impact on the forecasts of travel patterns within the City. The current CIP was based on 2020 development forecasts for each jurisdiction in Placer County. This forecast included build out of “Phase 1” of the proposed Placer Vineyards project in west Placer County. A portion of the City of Lincoln’s recently approved sphere of influence (SOI) expansion was included as well. Outside of Placer County, the current CIP assumed 2020 land use and trip generation estimates prepared by the Sacramento Area Council of Governments (SACOG) for the most recent Metropolitan Transportation Plan (MTP), except in South Sutter County where build out of Phase 1 of the Sutter Pointe Specific Plan was assumed.

For this EIR, the City has determined that 2025 be the forecast timeframe for the City’s CIP analysis. The following land use assumptions are included in the 2025 CIP scenarios:

- Buildout of the City of Roseville (existing City)
- Buildout of Signature rezone (Fiddymment Ranch)
- Buildout of West Park rezone
- Buildout of Regional University (Placer County)
- Placer Vineyards Phase 1 (Placer County)
- City of Lincoln at 2025 market absorption
- Buildout of City of Rocklin residential and 2025 absorption of non-residential
- Forecast SACOG 2025 development outside of Placer County

The City has also requested that a number of roadway improvements are included for the 2025 CIP scenarios, including:

- All roadway and intersection improvements included in Roseville’s Capital Improvement Program (CIP)
- I-80 improvements, including HOV lanes and auxiliary lanes in Placer County
- SR 65 improvements, including widening to six lanes between I-80 and Blue Oaks Boulevard

Other regional roadway improvements have been assumed for the 2025 CIP scenarios, including:

-
- Widening of Baseline Road to six lanes from Fiddymment Road to the Sutter County line (consistent with the Placer Vineyards Specific Plan and current City or Roseville and Placer County Fee programs for Baseline Road)
 - Widening of Baseline Road to six lanes from Sutter County Line SR 70/99 (consistent with MTP and South Sutter Specific Plan)
 - Widening of Watt Avenue to six lanes between Baseline Road and the Sacramento County line (consistent with the Placer Vineyards Specific Plan)
 - Widening of Walerga Road to four lanes between Baseline Road and the Sacramento County line (consistent with Placer County CIP)
 - Construction of an interchange at SR 70/99 and Riego Road
 - Construction of Watt Avenue from Baseline Road to south of Blue Oaks Boulevard (consistent with Regional University Specific Plan)

Development Assumptions for 2025 Cumulative Conditions

The Cumulative Conditions scenarios represent the 2025 CIP Conditions plus other reasonably foreseeable projects. In addition to the land use and roadway network assumptions included in the 2025 CIP scenarios, the City has requested that the following projects be added to the Cumulative scenarios:

- Buildout of the Creekview Specific Plan
- Buildout of Brookfield Specific Plan
- Partial buildout of Placer Ranch (Buildout of Sacramento State University Campus, 50% of residential buildout and 25% of non-residential buildout)
- Partial construction of Placer Parkway (4 lanes from SR 65 to Watt Avenue/ Blue Oaks Boulevard with interchanges at Foothills Boulevard, Fiddymment Road, and Blue Oaks Boulevard/ Watt Avenue)
- Extension of Watt Avenue to Blue Oaks Boulevard (necessary to provide access to Placer Parkway)

Trip Generation of Proposed Project

Because Richland Communities has opted not to participate in the plan at this point, the City has requested that two versions of the plan be analyzed. For the 2025 CIP conditions, the City has requested that Sierra Vista be analyzed with the Richland properties assumed to be Urban Reserve. This assumption basically assumes no additional land use on these properties. For the Cumulative scenarios, the City has requested that Sierra Vista be analyzed with buildout of the Richland Properties. It should be noted that the assumptions for the Richland properties under Cumulative plus project conditions are based on land use estimates developed a number of years ago. **Table 5** provides a summary of the proposed trip generation and summarizes the additional trip ends associated with the Proposed Project under both of the scenarios discussed above. The table shows that the Proposed Project would increase trip generation by approximately 130,000 daily trip ends without buildout of the Richland properties and approximately 165,000 daily trip ends with buildout of the Richland properties. Daily trip ends include both trips originating in and terminating in the Proposed Project.

It should be noted that since the Proposed Project contains both residential and non-residential uses, some internalization of trips can be expected. For example, some residents living within the Proposed Project could do their shopping or work within the project site, and thus their shopping or work trips might remain within the project site. A “select zone” assignment was performed with the travel demand model to estimate the internalization of trips. The model predicted that approximately 25% of the daily trips generated by the project would remain on roadways within the Proposed Project and approximately 75% of the daily trips would exit the project area and use other local and regional roadways.

Trip Distribution of Proposed Project

The travel demand model was used to isolate vehicular trips beginning and/ or ending within the Proposed Project. This data was used in turn to estimate the distribution of project-related vehicle trips. As stated in the Trip Generation discussion, approximately 75% of the daily trips would exit the project area and use other local and regional roadways. **Figure 7** shows the trip distribution estimated using the travel demand model. The figure shows that a high percentage of project-related non internal trips use roadways in western Roseville. Approximately 16% of the vehicles use Watt Avenue and Walerga Road south of the Proposed Project. Approximately 3% of the vehicles are estimated to travel west on Riego Road into Sutter County. Approximately 1% travel north toward Lincoln. As is expected, a very small number of vehicles travel on I-80 through Roseville, as this is not a convenient way to access the project site.

The travel demand model was also used to estimate average trip duration and trip distance for project-related vehicle trips. The average trip duration (determined using the Placer County Travel Demand Model) for Sierra Vista trips was 11.9 minutes, as compared to 12.2 minutes for trips region wide. These numbers are similar to numbers derived using the SACMET model (11.97 minutes and 12.37 minutes, respectively). The average trip distance (determined using the Placer County Travel Demand Model) for Sierra Vista trips was 6.3 miles, as compared to 8.0 miles for trips region wide. These numbers are similar to numbers derived using the SACMET model (6.45 miles and 7.18 miles, respectively).

Project Impacts

Existing Plus Project Conditions

Existing Plus Project Conditions represents a scenario as if the Proposed Project were instantaneously built and added to existing conditions. The Existing Plus Project analysis represents an unlikely condition, given the magnitude of planned development in the vicinity of the Specific Plan area. In reality, the Specific Plan area will develop over a period of years (as dictated by market absorption rates), thus other development outside the Specific Plan area would also occur in this same time frame. The Existing Plus Project analysis reports a worst-case condition to evaluate project-specific impacts for CEQA purposes. The travel demand model has been used to determine volume changes at Study Area intersections and roadway segments and these model “deltas” have been added to recent traffic counts to determine level of service impacts. **Figure 8** shows daily traffic volumes for major arterial roadways under Existing Plus Proposed Project Conditions.

Existing Plus Project Conditions - Roseville

IMPACT NO. 1:

The Proposed Project would increase traffic volumes on **City of Roseville** roadways under **Existing** Conditions and result in significant LOS impacts at three intersections:

- Woodcreek Oaks Blvd & Baseline Rd (p.m. peak hour)

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation measure 1: Pay fair share costs for intersection improvements identified in the City’s current CIP

RESIDUAL SIGNIFICANCE:

Less than Significant

AM PEAK HOUR

Table 6 shows the projected a.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the Proposed Project. Under existing conditions, all but one of the City’s signalized intersections would operate at LOS C or better. The Proposed Project would add 23 signalized intersections within the City, plus two additional intersections that are not yet signalized but are in the City’s current CIP. Under the Existing Plus Project scenario, one additional intersection would operate at LOS D or worse.

Table 6 shows the projected a.m. peak hour levels of service at all City of Roseville intersections under existing conditions without and with buildout of the Proposed Project. As noted in **Table 8**, the intersection of Woodcreek Oaks Boulevard and Baseline Road would degrade from LOS B under existing conditions to LOS D during the a.m. peak hour under Existing Plus Project conditions.

Woodcreek Oaks Boulevard and Baseline Road a.m. Peak Hour – The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS D as the significance threshold for traffic impacts; however these findings are based on buildout of the City and are thus not applicable under an Existing Plus Project scenario. As such, impacts to this intersection under a.m. peak conditions are considered to be significant. Construction of a second eastbound thru lane would improve the operation of this intersection to LOS C or better during the a.m. peak hour. This improvement is currently included within the City of Roseville’s Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. This improvement would reduce the impact to be less than significant.

PM PEAK HOUR

Table 7 shows the projected p.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the Proposed Project. Under existing conditions during the p.m. peak hour, all but 8 of the City’s intersections operate at LOS C or better. As stated previously, the Proposed Project would add 23 signalized intersections within the City, plus two additional intersections that are not yet signalized but are in the City’s current CIP. Under the Plus Project Conditions during the a.m. peak hour, three additional intersections would operate at LOS D or worse.

Table 7 shows the projected p.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the Proposed Project. As noted in **Table 8**, three intersections would degrade from LOS C or better under existing conditions to less than LOS C under the Existing Plus Project scenario during the p.m. peak hour. These include:

- Baseline Road & Fiddymment Road (LOS C to LOS D)
- Galleria Boulevard & Roseville Parkway (LOS C to LOS D)
- Woodcreek Oaks Blvd & Baseline Road (LOS B to LOS E)

Baseline Road and Fiddymment Road p.m. Peak Hour – The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS E as the significance threshold for traffic impacts; however these findings are based on buildout of the City and are thus not applicable under an Existing Plus Project scenario. As such, impacts to this intersection under p.m. peak conditions are considered to be significant. Construction of the following improvements would improve the operation of this intersection to LOS A conditions:

- Construction of a third southbound and northbound thru lane
- Construction of a eastbound and westbound thru lane
- Construction of a second eastbound and westbound left turn lane
- Construction of a second northbound and southbound left turn lane

These improvements are currently included within the City of Roseville’s Capital Improvement Program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for these improvements. As such, this impact would be reduced to less than significant.

Galleria Boulevard and Roseville Parkway p.m. Peak Hour - The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS F as the significance threshold for traffic impacts; however these findings are based on buildout of the City and are thus not applicable under an Existing Plus Project scenario. As such, impacts to this intersection under p.m. peak conditions are considered to be significant. Construction of the following improvements would improve the operation of this intersection to LOS B:

- Construction of fourth eastbound thru lane.
- Construction of fourth westbound thru lane
- Construction of 3rd southbound thru lane

These improvements are currently included within the City of Roseville’s Capital Improvement Program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for these improvements. As such, this impact would be reduced to less than significant.

Woodcreek Oaks and Baseline Road p.m. Peak Hour - The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS D as the

significance threshold for traffic impacts; however these findings are based on buildout of the City and are thus not applicable under an Existing Plus Project scenario. As such, impacts to this intersection under p.m. peak conditions are considered to be significant. The construction of a second eastbound thru lane would improve the operation of this intersection to LOS A during the p.m. peak hour. This improvement is currently included within the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.

Table 9 shows the recommended mitigation measures for all a.m. and p.m. peak hour level of service impacts at Roseville intersections under Existing Plus Project conditions. Implementation of the City's planned CIP improvements at these intersections would mitigate the project impacts at all three intersections. The Proposed Project should pay its fair share toward the City's Capital Improvement Program.

IMPACT NO. 2:	The Proposed Project would increase demand for transit within the City of Roseville
SIGNIFICANCE:	Potentially Significant
MITIGATION:	<i>Mitigation measure 2:</i> Provide at least one or more transit routes to provide transit access to the residents and employees within the site
RESIDUAL SIGNIFICANCE:	Less than Significant

The addition of residential units and commercial square footage would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes directly serving the project site. Transit needs within the Proposed Project would not be met by current transit lines. The project applicant should work with City staff and Roseville Transit to ensure at least one transit line provides direct access to residents, students, and employees within the project site.

IMPACT NO. 3:	The Proposed Project would increase demand for bicycle facilities within the City of Roseville
SIGNIFICANCE:	Less than Significant
MITIGATION:	<i>None required</i>
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in demand for safe and convenient pedestrian/bicycle facilities by residents and employees of the site for primarily transportation-related purposes. The SVSP project proposal includes Class I trails, Class II bike lanes and the Class IA facilities (paseos, etc.). These are

connected within the project and to the existing City bikeway system. Thus, this impact is considered to be less than significant.

Existing Plus Project Conditions – Placer County

IMPACT NO. 4:

The Proposed Project would increase traffic volumes on **Placer County roadways** under **Existing** Conditions and result in significant LOS impacts at three intersections and three roadway segments:

- Locust St & Baseline Rd
- Watt Ave & PFE Rd
- Walerga Rd & PFE Rd

- Baseline Rd west of Sierra Vista SP
- Watt Ave south of Baseline Rd
- Walerga Rd south of Baseline Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 3: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

Intersection Analysis AM Peak Hour

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County. **Table 10** shows the projected a.m. peak hour levels of service at a number of Placer County intersections in the vicinity of the Proposed Project. As shown in that table, three Placer County intersections would be significantly impacted during the a.m. peak hour under existing conditions plus project conditions. Those intersections are:

- Baseline Road and Locust (LOS C to LOS F)
- Watt Avenue and PFE Road (LOS C to LOS F)
- Walerga Road and PFE Road (LOS E to LOS F)

Table 11 shows recommended mitigation measures for each of the four impacted intersections.

Baseline Road and Locust – This intersection is currently stop controlled and functions at LOS C. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second westbound through lane would improve the operation of this intersection to LOS C. The City of Roseville currently participates in a joint fee program with Placer County for improvements along Baseline Road, including the construction of this improvement. Development within the Sierra Vista Specific Plan Area will be required to participate in this fee program and pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.

Watt Avenue and PFE Road – This intersection is currently stop controlled and functions at LOS C. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of second northbound and southbound through lanes would improve the operation of this intersection to LOS E, which is still below the county’s LOS policy. This intersection would need to be signalized in order to operate at LOS C or better under Existing Plus Project conditions. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Walerga and PFE Road – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second northbound and southbound thru lane would improve the operation of this intersection to LOS C. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

Intersection Analysis PM Peak Hour

Table 10 shows the projected p.m. peak hour levels of service at a number of Placer County intersections in the vicinity of the Proposed Project. As shown in that table, four Placer County intersections would be

significantly impacted during the p.m. peak hour under existing conditions plus project conditions. Those intersections are:

- Baseline Road and Locust (LOS E to LOS F)
- Watt Avenue and PFE Road (LOS C to LOS F)
- Walerga Road and PFE Road (LOS D to LOS E)

Table 11 shows recommended mitigation measures for each of the four impacted intersections.

Baseline Road and Locust – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second eastbound through lane would improve the operation of this intersection to LOS C. However, since the a.m. impact would require a second westbound through lane and the p.m. impact would require a second eastbound through lane, both improvements would be required to mitigate both peak hour impacts. The City of Roseville currently participates in a joint fee program with Placer County for improvements along Baseline Road, including the construction of this improvement. Development within the Sierra Vista Specific Plan Area will be required to participate in this fee program and pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.

Watt Avenue and PFE Road – This intersection is currently stop controlled and functions at LOS C. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of second northbound and southbound through lanes would improve the operation of this intersection to LOS E, which is still below the County’s LOS policy. This intersection would need to be signalized in order to operate at LOS C or better under Existing Plus Project conditions. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Walerga and PFE Road – This intersection is currently stop controlled and functions at LOS D. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second northbound and southbound thru lane would improve the operation of this intersection to LOS A. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra

Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

Roadway Segment Analysis

Table 12 shows the changes in daily traffic volume on Placer County roadways under existing and existing plus project conditions. The table shows that there would be large volume increases on Baseline Road, Watt Avenue, and Walerga Road if the project were instantaneously built out.

Baseline Road west of the Sierra Vista Specific Plan – Under the no project scenario this segment currently carries 9,700 vehicles per day and operates at LOS A. Under the Plus Project scenario, traffic volumes would increase along this segment to 16,000 vehicles per day and operate at LOS E. The construction of a second eastbound and westbound thru lane would improve the LOS along this segment of roadway to LOS B. The City of Roseville currently participates in a joint fee program with Placer County for improvements along Baseline Road, including the construction of this improvement. Development within the Sierra Vista Specific Plan Area will be required to participate in this fee program and pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.

Watt Avenue south of Baseline Road – Under the no project scenario this segment currently carries 5,700 vehicles per day and operates at LOS A. Under the Plus Project scenario, traffic volumes would increase along this segment to 18,000 vehicles per day and operate at LOS F. The construction of a second northbound and southbound thru lane would improve the LOS along this segment of roadway to LOS B. This improvement was included within the Placer Vineyards Specific Plan previously approved by Placer County. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Walerga Road south of Baseline Road – Under the no project scenario this segment currently carries 16,100 vehicles per day and operates at LOS D. Under the Plus Project scenario, traffic volumes would

increase along this segment to 19,200 vehicles per day and operate at LOS F. The construction of a second northbound and southbound thru lane would improve the LOS along this segment of roadway to LOS A. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

Existing Plus Project Conditions – Sacramento County

IMPACT NO. 5:

The Proposed Project would increase traffic volumes on **Sacramento County roadways** under **Existing** Conditions and result in significant LOS impacts at one roadway segment:

- Watt Ave south of PFE Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 4: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Sacramento County. **Table 13** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sacramento County intersections. The table shows that all of the intersections currently meet the County's policy of LOS E or better. The addition of the Proposed Project would increase the volume-to-capacity ratio at some of these intersections, but not enough to result in a significant degradation in level of service.

Table 14 shows the changes in daily traffic volume on Sacramento County roadways under existing and existing plus project conditions. Under the no project scenario Watt Avenue South of PFE Road currently carries 16,300 vehicles per day and operates at LOS E. Under the Plus Project scenario, traffic volumes would increase along this segment to 29,000 vehicles per day and operate at LOS F. The construction of a second northbound and southbound thru lane would improve the LOS along this segment of roadway to LOS D. The City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and

reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sacramento County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**.

Existing Plus Project Conditions – Sutter County

IMPACT NO. 6:

The Proposed Project would increase traffic volumes on **Sutter County roadways** under **Existing** Conditions and result in significant LOS impacts at two intersections:

- Pleasant Grove N & Riego Rd (p.m. peak hour)
- Pleasant Grove S & Riego Rd (a.m. and p.m. peak hours)

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 5: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sutter County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

Intersection Analysis AM Peak Hour

Table 15 shows the projected a.m. peak hour levels of service at Sutter County intersections in the vicinity of the Proposed Project. As shown in that table, one Sutter County intersection would be significantly impacted during the p.m. peak hour under existing conditions plus project conditions.

Riego Road and Pleasant Grove South – This intersection is currently stop controlled and functions at LOS C. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second westbound through lane would improve the operation of this intersection to LOS C. However, since the p.m. impact would require a second eastbound through lane and the p.m. impact would require a second eastbound through lane, both improvements would be required to mitigate both peak hour impacts. The City of Roseville shall negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after

approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sutter County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Sutter County roadways, this impact is considered **significant and unavoidable**.

Intersection Analysis PM Peak Hour

Table 15 shows the projected a.m. and p.m. peak hour levels of service at Sutter County intersections in the vicinity of the Proposed Project. As shown in that table, two Sutter County intersections would be significantly impacted during the p.m. peak hour under existing conditions plus project conditions. Those intersections are:

- Riego Road and Pleasant Grove North (LOS D to LOS F)
- Riego Road and Pleasant Grove South (LOS E to LOS F)

Riego Road and Pleasant Grove North – This intersection is currently stop controlled and functions at LOS D. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second eastbound through lane would improve the operation of this intersection to LOS B. The City of Roseville shall negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sutter County roadways.

Riego Road and Pleasant Grove South – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second eastbound through lane would improve the operation of this intersection to LOS C. However, since the a.m. impact would require a second westbound through lane and the p.m. impact would require a second eastbound through lane, both improvements would be required to mitigate both peak hour impacts. The City of Roseville shall negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sutter County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Sutter County roadways, this impact is considered **significant and unavoidable**.

Roadway Segment Analysis

Table 16 shows the change in traffic volume on Riego Road in Sutter County. Under the no project scenario this segment currently carries 8,100 vehicles per day and operates at LOS C, based on Sutter County thresholds. Under the Plus Project scenario, traffic volumes would increase along this segment to 11,600 vehicles per day and operate at LOS C. As such, this impact is considered to be **less than significant**.

Existing Plus Project Conditions – Rocklin

IMPACT NO. 7:	The Proposed Project would increase traffic volumes on Rocklin roadways under Existing Conditions .
SIGNIFICANCE:	Less than Significant
MITIGATION:	<i>None Required</i>
RESIDUAL SIGNIFICANCE:	Less than Significant

Table 17 shows the change in traffic volume on roadway segments within the City of Rocklin. Under the no project scenario all of these segments will operate at better than LOS C. Under the existing plus project scenario all of these segments will continue to function at better than LOS C. As such, this impact is considered to be **less than significant**.

Existing Plus Project Conditions – State Facilities

IMPACT NO. 8:

The Proposed Project would increase traffic volumes on **State Facilities** under **Existing Conditions** and result in significant LOS impacts at three freeway segments:

- I-80 (Sacramento County line to Riverside Avenue)
- I-80 (Riverside Avenue to Douglas Boulevard)
- I-80 (Douglas Boulevard to Eureka Road)

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 6: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The addition of the Proposed Project to existing conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are forecast to be minimal.

Table 18 shows the existing and existing plus project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways designate a level of service standard of E or better. During the a.m. peak hour, all of these interchanges will continue to function at LOS E or better. During the p.m. peak period two interchanges will function at less than LOS E during the p.m. peak period. Those interchanges are:

- SR 65 Northbound on at Stanford Ranch/Galleria Boulevard
- I-80 Eastbound off at Taylor Road/Eureka Boulevard

SR 65 Northbound on at Stanford Ranch/Galleria Boulevard – Under the no project scenario, this interchange currently operates at LOS F with a volume to capacity ratio of 1.10. Under the plus project scenario this interchange will continue to operate at LOS F and the volume to capacity ratio will increase slightly to 1.11. The construction of a second left turn lane from Galleria Boulevard to northbound SR 65

would improve the operation of this interchange to LOS C with a volume to capacity ratio of 0.78. This improvement is currently included as a project within the Highway 65 Joint Powers Authority. The City of Roseville is a member agency and participates in program. Development within the Sierra Vista Specific Plan Area will be required to participate in this fee program and pay fair share costs for this improvement. As such, this impact would be reduced to less than significant.

I-80 Eastbound off at Taylor Road/Eureka Boulevard - Under the no project scenario, this interchange currently operates at LOS F with a volume to capacity ratio of 1.08. Under the plus project scenario this interchange will continue to operate at LOS F and the volume to capacity ratio will decrease slightly to 1.06. Because there is no further degradation in the operation of this interchange, impacts from the Proposed Project are deemed less than significant. The City of Roseville is currently moving forward with the design for improvements at this interchange that will that would improve the operation of the interchange under the existing plus project scenario to LOS C with a volume-to-capacity ratio of 0.74. Those improvements include:

- Construction of a fourth westbound thru lane on Eureka Road
- Construction of a second eastbound to northbound left turn lane from Eureka Road to Taylor Road
- Construction of a second northbound thru lane from the eastbound off ramp to Taylor Road

These improvements are currently included within the City of Roseville's Capital Improvement Program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for these improvements.

Table 19 shows the existing and existing plus project volumes and levels of service on study area State Highway segments. The table shows that I-80 currently operates at LOS F and the addition of the Proposed Project would add some volume (less than one percent) to some of these already deficient facilities. These segments are:

- Sacramento County Line to Riverside Avenue – 0.65 percent increase in ADT
- Riverside Avenue to Douglas Boulevard – 0.38 percent increase in ADT
- Douglas Boulevard to Eureka Road – 0.13 percent increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an in impact, this represents a **significant** impact. Caltrans is currently moving forward with Phases 2 and 3 of the Interstate 80 widening project in Placer County that will add High Occupancy Vehicle (HOV) lanes and auxiliary lanes from the Sacramento County line to 1000 feet east of the Highway 65 Interchange. These improvements will significantly improve the operation of these segments of Interstate 80 and reduce the impacts from the project to less than significant levels.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

Because Caltrans considers any increase in volume on an already deficient facility an in impact, this represents a **significant** impact.

No specific improvements have been identified to mitigate project impacts on I-80; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
 - Tier 2 Fee
 - Transportation Uniform Mitigation Fee
- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln and Placer County and will be applied to all new growth areas. The Sierra Vista Specific Plan will be required to participate in this fee program. In addition, the Sierra Vista Plan area will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies in efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.
- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

2025 CIP Conditions

Table 20 and **Table 21** show the a.m. and p.m. peak hour level of service at signalized intersections Citywide under 2025 CIP conditions without buildout of Sierra Vista. For informational purposes, these tables also show the existing levels of service for the intersections as well. It should be noted that this analysis includes a number of intersections that either currently are not signalized or currently do not exist.

The following fourteen intersections exist but are not currently signalized:

- Roseville Parkway/ Old Auburn
- Washington Boulevard/ Industrial Avenue
- Foothills Boulevard/ HP Far South Access/ NEC Access
- Fiddymment Road/ Westhills Drive/Road “B”
- Woodcreek Oaks Boulevard/ Northpark Drive
- Woodcreek Oaks Boulevard/ Parkside Way
- Industrial Avenue/ Alantown Drive
- Roseville Parkway/ Gibson Road West
- Washington Boulevard/ All America Boulevard
- Cirby Way Cottonwood Drive
- Secret Ravine Parkway/ Alexandra Drive
- Grant Street/Oak Street (Ped Overlay)
- Gibson Road/ New Convention Center Road
- Pleasant Grove Boulevard/ Hayden Parkway

The following four intersections do not currently exist but are assumed to be constructed and signalized by 2020:

- Blue Oaks Boulevard/ West Side Drive
- Blue Oaks Boulevard/ Hayden Parkway
- Fiddymment Road/ Fiddymment Ranch East/West Roadway
- Blue Oaks Boulevard/ Wood Meadow

The addition of these 18 signalized intersections would bring the total number of intersections considered in the 2025 CIP no project scenario to 184.

It should be noted that the City’s General Plan excludes a number of signalized intersections included in the City’s recently adopted Pedestrian Overlay Zone from consideration in the City’s Level of Service Policy. The Pedestrian Overlay Zone represents an area in the older part of the City where worse vehicular levels of service are accepted to promote pedestrian mobility and safety. Therefore, the following eight intersections are excluded from Roseville’s level of service policy:

- Riverside Avenue/ Darling Way

-
- Vernon Street/ Riverside Avenue/ Douglas Boulevard
 - Vernon Street/ Grant Street
 - Vernon Street/ Judah Street
 - Vernon Street/ Lincoln Street
 - Washington Boulevard/ Main Street
 - Washington Boulevard/ Oak Street
 - Oak Street/ Grant Street

With the elimination of these intersections, the total number of signalized intersections considered in the 2025 CIP analysis is 176.

Table 22 shows all of the intersections that are projected to operate at LOS D or worse in either the a.m. or p.m. peak hour. **Table 23** summarizes the number of intersections projected to operate at each level of service category during the a.m. peak hour and p.m. peak hour, respectively.

Table 23 shows that under 2025 CIP conditions without the Proposed Project, the City meets its 70% LOS C or better policy during the p.m. peak hour. The table shows that in the a.m. peak hour 89.2% of the City's intersections operate at LOS C or better and in the p.m. peak hour 79.0% of the City's intersections operate at LOS C or better. The table also shows that 19 intersections operate at LOS D or worse in the a.m. peak hour and 37 intersections operate at LOS D or worse in the p.m. peak hour.

2025 CIP Plus Project Conditions - Roseville

This section discusses traffic-related impacts on the City's roadway system under the 2025 CIP Plus Proposed Project scenario. The impacts of the Proposed Project on transit and bikeways are covered under the Existing Plus Project Conditions analysis. The City's travel demand model has been used to estimate the change in daily, a.m. and p.m. peak hour traffic volumes on City of Roseville roadways due to development of the Proposed Project under 2025 CIP conditions.

Traffic volume forecasts are not based on a simple layering/ adding of assumed project-generated traffic volumes onto the No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the Proposed Project is added to buildout land uses within the City. The travel model redistributes trips and can cause traffic on some roadways to increase or decrease and

cause changes in “critical” traffic movements at intersections. Due to this re-distribution process, changes in level of service at intersections some distance from the Proposed Project can take place.

IMPACT NO. 9:

The Proposed Project would increase traffic volumes on **City of Roseville** roadways under **2025 CIP** Conditions and result in significant LOS impacts at four intersections during the a.m. peak and five intersections during the p.m. peak:

A.M. Peak Hour

- Blue Oaks and Crocker Ranch
- Blue Oaks and New Meadow
- Foothills and Baseline/Main
- Industrial and Alantown

P.M. Peak Hour

- Cirby Way & Northridge Dr
- Foothills Blvd & Junction Blvd
- Junction Blvd & Baseline Rd
- Roseville Pkwy & Sierra College Blvd
- Sunrise Ave & Sandringham/ Kensington

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 7:

Modify City’s CIP to provide for the intersection improvements listed in **Table 30**

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

Table 24 identifies the a.m. peak hour levels of service at all current and future signalized intersections Citywide under 2025 CIP conditions with and without buildout of the Sierra Vista Specific Plan. The table reflects 23 additional signalized intersections included with the Proposed Project bringing the total number of signalized intersections considered in the analysis to 199 as compared to the 176 intersections under the no project scenario. Three of these intersections are currently located in Placer County along Baseline Road and are considered Placer County intersections under the no project scenario. Those intersections are:

- Baseline Road & Watt Avenue
- Baseline Road & West Side Drive/ Dyer Lane
- Baseline Road & Market Street

Figure 9 shows daily traffic volumes for major arterial roadways under 2025 CIP Plus Proposed Project Conditions.

AM PEAK HOUR

Table 27 shows the percentage of intersections forecast to operate at LOS C or better during the a.m. peak hour under 2025 CIP conditions with and without buildout of the Proposed Project. Under No Project conditions, 157 of the City's 176 intersections would operate at LOS C or better. This equates to 89.2 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. The Proposed Project would add 23 signalized intersections within the City. Under the Plus Project scenario, 178 of the City's 199 intersections would operate at LOS C or better. This means that 89.4 percent of the City's signalized intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be less than significant.

Table 29 identifies those intersections that would be significantly impacted during the a.m. peak hour. Those intersections are:

- Blue Oaks Boulevard and Crocker Ranch Road – (LOS C to LOS D)
- Blue Oaks Boulevard and New Meadow Drive – (LOS C to LOS D)
- Foothills Boulevard and Baseline/Main – (LOS D to LOS E)
- Industrial Boulevard and Alantown Drive – (LOS D to LOS E)

Blue Oaks Boulevard and Crocker Ranch Road – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. The intersection could be re-stripped to include two south bound to east bound left turn lanes and a separate right turn lane which would improve the operation of the intersection under the 2025 CIP plus project scenario to LOS B (V/C 0.67). This improvement will be added to the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, this impact would be reduced to **less than significant**.

Blue Oaks Boulevard and New Meadow Drive – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. The level of service at this intersection could be improved to LOS C (V/C 0.71) with the re-stripping of the southbound through lane to a shared through and left-turn lane. This improvement will be added to the City of Roseville's Capital Improvement

program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, this impact would be reduced to **less than significant**.

Foothills Boulevard and Baseline Road – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS D to LOS E. The level of service at this intersection could be improved to LOS D (V/C 0.89) with the construction of a 4th northbound through lane. However, this widening would exceed the maximum feasible improvements deemed appropriate by the City’s General Plan and would place undue burden on the adjacent businesses and residents. As such, this impact is deemed **significant and unavoidable**.

Industrial Avenue and Alantown Drive – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS D to LOS E. The level of service at this intersection could be improved to LOS D (V/C 0.88) with the construction of a second southbound left turn lane and widening Industrial Avenue to include a second receiving lane. However, due to existing constraints with the existing rail line and bridge structure this improvement has been determined to be infeasible. As such, this impact is deemed **significant and unavoidable**.

PM PEAK HOUR

Table 25 identifies the p.m. peak hour levels of service at all current and future signalized intersections Citywide under 2025 CIP conditions with and without buildout of the Sierra Vista Specific Plan. **Table 26** shows the same information, but is limited to only those intersections projected to operate at LOS D or worse.

Table 28 shows the percentage of intersections forecast to operate at LOS C or better during the p.m. peak hour under 2025 CIP conditions with and without buildout of the Proposed Project. Under No Project conditions, 139 of the City’s 176 intersections would operate at LOS C or better. This equates to 79.0 percent of the City’s signalized intersections functioning at LOS C or better during the p.m. peak hour which is significantly higher than City requirement that 70 percent of the City’s signalized intersections function at LOS C or better during the peak period. The Proposed Project would add 23 signalized intersections within the City. Under the Plus Project scenario, 160 of the City’s 199 intersections would operate at LOS C or better. This means that 80.4 percent of the City’s signalized intersection would function at LOS C or better during the p.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be less than significant.

Table 29 identifies those intersections that would be significantly impacted during the p.m. peak hour. Those intersections are:

- Cirby Way and Northridge Drive – (LOS D to LOS E)
- Foothills Boulevard and Junction Boulevard – (LOS C to LOS D)
- Junction Boulevard and Baseline Road – (LOS C to LOS D)
- Roseville Parkway and Sierra College Boulevard – (LOS C to LOS D)
- Sunrise Boulevard and Sandringham/Kensington – (LOS D to LOS E)

Cirby Way and Northridge Drive – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on an increase in p.m. peak hour volume of about 100 vehicles. This represents an approximately 2% increase in intersection approach volume. The City has recently completed improvements along the Cirby Way corridor and has stated that additional right-of-way at the intersection is not available, although perceived level of service improvements may be possible along the Cirby Way corridor due to the recently implemented interconnection between signalized intersections. This intersection could be mitigated by adding a 3rd westbound through lane. This would improve the intersection operation from LOS E with a V/C of 0.92 to LOS C with a V/C of 0.78. However, due to concerns expressed by area residents, the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Foothills Boulevard and Junction Boulevard – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on a very small change in volume (less than 0.3%). This intersection could be mitigated by adding a 4th S/B through lane. This would improve the intersection operation from LOS D with a V/C of 0.83 to LOS C with a V/C of 0.81. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Junction Boulevard and Baseline Road – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on a change in volume of approximately 4%. This intersection could be mitigated by adding a 3rd W/B through lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS B with a V/C of 0.67.

However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Roseville Parkway and Sierra College Boulevard – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on a change in volume of less than 1%. It should be noted that this intersection has historically fluctuated between LOS C and LOS D in various scenarios. This intersection could be mitigated by adding a 3rd E/B through lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS C with a V/C of 0.77. However, due to the close proximity of homes and businesses in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Sunrise Boulevard and Sandringham/Kensington – Under the 2025 CIP plus project scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on a change in volume of approximately 1%. This intersection could be mitigated by adding a dedicated S/B right-turn lane. This would improve the intersection operation from LOS E with a V/C of 0.92 to LOS D with a V/C of 0.87. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

Table 30 identifies the feasible mitigation measures identified for a.m. and p.m. peak hour impacts at Roseville intersections.

2025 CIP Plus Project Conditions – Placer County

IMPACT NO. 10:

The Proposed Project would increase traffic volumes on **Placer County roadways** under **2025 CIP** Conditions and result in significant LOS impacts at one intersection and at one roadway segment:

- Walerga Rd and PFE Rd (p.m. peak hour)
- Walerga Rd south of Baseline Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 8: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County under 2025 CIP conditions. **Table 31** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Placer County intersections. The table shows that no Placer County intersections would be significantly impacted during the a.m. peak hour and one intersection (Walerga Road & PFE Road) is impacted during the p.m. peak hour. The intersection of Walerga Road and PFE Road is projected to operate unsatisfactorily both with and without the Proposed Project during both the a.m. and p.m. peak hours, but its volume to capacity ratio increases by 0.02 during the p.m. peak hour, which exceeds the County's new threshold of 0.01. This represents a **significant** impact.

Table 32 shows the changes in daily traffic volume on Placer County roadways under 2025 CIP and 2025 CIP plus project conditions. The table shows that there would be large volume increases on portions of Baseline Road, Watt Avenue, and Walerga Road. It should be noted that the County has approved a LOS D policy for roadways within and adjacent to Placer Vineyards. The table shows that under 2025 CIP conditions one roadway segment would be significantly impacted under the 2025 CIP plus project scenario. That roadway segment is:

- Walerga Road south of Baseline Road (LOS E to LOS F)

Under the no project scenario, Walerga Road south of Baseline Road is forecast to carry 34,700 vehicles per day and operates at LOS E. Under the Plus Project scenario, traffic volumes would increase along this segment to 37,700 vehicles per day and operate at LOS F. The widening of Walerga Road to 6 lanes

would improve the operation of this roadway segment to LOS B and would also improve the operation of the intersection of Walerga Road and PFE Road to better than “no project” conditions. Because this improvement is located within Placer County, the County may determine the improvement to be infeasible. Should Placer County determine that the widening of Walerga to six lanes along this segment is feasible, the City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Walerga Road. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

2025 CIP Plus Project Conditions – Sacramento County

IMPACT NO. 11:

The Proposed Project would increase traffic volumes on **Sacramento County roadways** under **2025 CIP** Conditions and result in significant LOS impacts at one roadway segment:

- Walerga Rd south of PFE Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 9: Contribute project’s fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Sacramento County. **Table 33** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sacramento County intersections. The table shows that one intersection is projected to operate at LOS F during the a.m. peak hour and three intersections are projected to operate at LOS F during the p.m. peak hour. None of the Sacramento County intersections experience a significant level of service degradation with the addition of the Proposed Project. Two LOS F intersections show V/C increases of 0.02, which is less than the 0.05 increase needed to trigger an impact.

Table 34 shows the changes in daily traffic volume on Sacramento County roadways under 2025 CIP and 2025 CIP plus project conditions. The table shows that there would be volume increases on Watt Avenue and Walerga Road south of the county line. The increase on Walerga Road south of PFE Road would degrade that segment’s V/C by 0.07, which represents a significant impact. Previous studies, including the Placer Vineyards EIR, have identified a need for six lanes on Walerga Road south of the County line.

Walerga Road south of Baseline Road - Under the no project scenario, Walerga Road south of PFE Road is forecast to carry 46,100 vehicles per day and operates at LOS F. Under the Plus Project scenario, traffic volumes would increase along this segment to 48,500 vehicles per day and operate at LOS F. This increase on Walerga Road south of PFE Road would degrade that segment's V/C by 0.07, which represents a significant impact. The widening of Walerga Road to 6 lanes would improve the operation of this roadway segment to LOS D. Because this improvement is located within Sacramento County, the County may determine the improvement to be infeasible. Should Sacramento County determine that the widening of Walerga to six lanes along this segment is feasible, the City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Walerga Road.

However, since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**.

2025 CIP Plus Project Conditions – Sutter County

IMPACT NO. 12:	The Proposed Project would increase traffic volumes on Sutter County roadways under 2025 CIP Conditions.
SIGNIFICANCE:	Significant
MITIGATION:	<i>Mitigation Measure 10:</i> Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sutter County facilities
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in traffic volume increases on some Sutter County roadways. **Table 35** shows the projected a.m. and p.m. peak hour levels of service at Sutter County intersections in the vicinity of the Proposed Project under 2025 CIP Plus Project conditions. The table shows that both intersections are projected to operate at an acceptable level of service without and with the Proposed Project.

Table 36 shows that the addition of the Proposed Project is projected to increase daily traffic on Riego Road east of SR 70/99 by about 2,800 daily vehicles, from 31,100 to 33,900 daily vehicles. This increase would result in a significant change in level of service, from LOS E to LOS F. The widening of Riego Road to 6 lanes would improve the operation of this roadway segment to LOS C. Because this

improvement is located within Sutter County, the County may determine the improvement to be infeasible. Should Sacramento County determine that the widening of Walerga to six lanes along this segment is feasible, the City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Riego Road.

However, since the City of Roseville does not have control over improvements on Sutter County roadways, this impact is considered **significant and unavoidable**.

2025 CIP Plus Project Conditions – Rocklin

IMPACT NO. 13:	The Proposed Project would increase traffic volumes on Rocklin roadways under 2025 CIP Conditions .
SIGNIFICANCE:	Less than Significant
MITIGATION:	<i>None Required</i>
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in traffic volume increases on some Rocklin roadways. **Table 37** shows that the addition of the Proposed Project is projected to increase daily traffic on two of the four study segments, however these increases would not result in a significant change in level of service. No level of service changes are projected at these Rocklin locations with the addition of the Proposed Project under 2025 CIP conditions. As such, this impact is considered to be **less than significant**.

2025 CIP Plus Project Conditions – State Facilities

IMPACT NO. 14:

The Proposed Project would increase traffic volumes on **State Facilities** under **2025 CIP** Conditions and result in significant LOS impacts at five freeway segments:

- I-80 (Sacramento County line to Riverside Avenue)
- I-80 (Riverside Avenue to Douglas Boulevard)
- SR 65 (I-80 to Galleria Boulevard)
- SR 65 (Galleria Boulevard to Pleasant Grove Boulevard)
- SR 65 (Blue Oaks Boulevard to Sunset Boulevard)
- SR 70/99 (Riego Road to Elkhorn Boulevard)

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 11: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The addition of the Proposed Project to 2025 CIP conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 38** shows the 2025 CIP and 2025 CIP plus project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways stipulate a level of service standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both with and without the Proposed Project.

Table 39 shows the 2025 CIP and 2025 CIP plus project volumes and levels of service on study area State Highway segments. The table shows that portions of I-80, SR 65, and SR 70/99 are projected to operate at LOS F and the addition of the Proposed Project would add some volume (less than one percent on I-80 and SR 65, and less than three percent on SR 70/99) to these already deficient facilities. Those segments are:

-
- I-80 Sacramento County Line to Riverside Avenue – 0.65 percent increase in ADT
 - I-80 Riverside Avenue to Douglas Boulevard – 0.38 percent increase in ADT
 - I-80 Douglas Boulevard to Eureka Road – 0.13 percent increase in ADT
 - SR 65 I-80 to Galleria – 0.59 percent increase in ADT
 - SR 65 Galleria to Pleasant Grove – 0.36 percent increase in ADT
 - SR 65 Blue Oaks Boulevard to Sunset – 0.24 percent increase in ADT
 - SR 70/99 Riego Road to Elverta Road – 2.44 percent increase in ADT
 - SR 70/99 Elverta Road to Elkhorn Boulevard – 2.23 percent increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an in impact, this represents a **significant** impact.

No specific improvements have been identified to mitigate project impacts on I-80 and SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees

-
- Tier 2 Fee for construction of Placer Parkway
 - Transportation Uniform Mitigation Fee
 - Transportation sales tax
 - Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln and Placer County and will be applied to all new growth areas. The Sierra Vista Specific Plan will be required to participate in this fee program. In addition, the Sierra Vista Plan area will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies in efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.
- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

Cumulative Conditions With Partial Placer Parkway

The City has requested that this document include an analysis of the Proposed Project under Cumulative conditions with and without the inclusion of Placer Parkway. Because Placer Parkway is currently being extensively studied but is not yet funded, it is appropriate to include a scenario that includes at least a portion of this important regional roadway, as well as a scenario that does not include Placer Parkway.

The Cumulative scenario builds on the 2025 CIP scenario by adding a number of roadway and land use projects in Placer County and the City of Roseville, including Placer Parkway, Creekview, Brookfield, and partial build out of Placer Ranch. The underlying land use assumptions for Cumulative Conditions have been discussed in the “Methodology” section earlier in this document. **Table 40** and **Table 41** show the a.m. and p.m. peak hour level of service at signalized intersections Citywide under Cumulative conditions without buildout of Sierra Vista. For informational purposes, these tables also show the 2025 CIP levels of service for the intersections as well. The last two intersections in the tables are part of the Creekview specific plan, which is assumed under Cumulative conditions and not under 2025 CIP conditions.

Table 42 shows the intersections that are projected to operate at LOS D or worse during the a.m. or p.m. peak hour in the Cumulative no project scenario. **Table 43** and **Table 44** show key LOS differences between 2020 CIP No Project conditions and Cumulative No Project conditions during the a.m. peak hour and p.m. peak hour, respectively. The tables show that a number of intersections (nine during the a.m. peak hour and ten during the p.m. peak hour) actually improve when comparing the Cumulative no project scenario to the 2025 CIP scenario. This is mainly due to the implementation of Placer Parkway. Although a number of additional large land use projects are added on the borders of Roseville, the addition of a four lane Placer Parkway from SR 65 to Blue Oaks Boulevard and a necessary extension of Watt Avenue to Blue Oaks Boulevard both divert traffic from the City of Roseville. A number of north-south and east-west roadways in the western portion of the City experience decreases in peak hour and daily volume with the addition of Placer Parkway and the Watt Avenue extension.

Table 45 and **Table 46** compare the LOS breakdown and percentage of Citywide intersections operating at LOS C or better under 2025 CIP and Cumulative conditions during the a.m. and p.m. peak hours, respectively. While the 2025 CIP no project scenario assumes 176 signalized intersections Citywide, the Cumulative no project scenario assumes 178 signalized intersections Citywide, based on 2 additional signalized intersections in Creekview. It should be noted that all of these new intersections are assumed with geometrics that would provide acceptable level of service (LOS C or better) under Cumulative no

project conditions. As with the 2025 CIP condition, it should be noted that the total number of intersections Citywide excludes a number of intersections that are included in the City's recently adopted Pedestrian Overlay Zone. The Pedestrian Overlay Zone represents an area in the older part of the City where worse vehicular levels of service are accepted to promote pedestrian mobility and safety. Therefore, the following intersections are excluded from Roseville's level of service policy:

- Riverside Avenue/ Darling Way
- Vernon Street/ Riverside Avenue/ Douglas Boulevard
- Vernon Street/ Grant Street
- Vernon Street/ Judah Street
- Vernon Street/ Lincoln Street
- Washington Boulevard/ Main Street
- Washington Boulevard/ Oak Street
- Oak Street/ Grant Street

Table 46 shows that under Cumulative conditions without the Proposed Project, the City meets its 70% LOS C or better policy during the p.m. peak hour. The table shows that in the p.m. peak hour 83.7% of the City's intersections operate at LOS C or better. The table also shows that 30 intersections operate at LOS D or worse in the p.m. peak hour. The tables show that the number of intersections operating at LOS D or worse Citywide decreases when comparing 2025 CIP and Cumulative conditions. While this may seem counter-intuitive since the Cumulative scenario includes significantly more development around Roseville, the results can be explained in part due to the inclusion of Placer Parkway from SR 65 to the Watt Avenue and Blue Oaks extensions. Placer Parkway is a regional facility that causes a shift of traffic volumes from western Roseville roadways to other regional roadways such as the Watt Avenue extension. Traffic volumes on many roadways in western Roseville decrease with the addition of Placer Parkway, even with the additional land uses assumed in Placer Ranch, Creekview, and Brookfield.

Figure 10 shows daily traffic volumes for major arterial roadways under Cumulative No Project Conditions. The figure shows that the greatest differences within the City of Roseville between 2025 CIP and Cumulative conditions occur on roadways such as Woodcreek Oaks Blvd, Foothills Blvd, and Blue Oaks Blvd.

Cumulative Plus Project Conditions With Partial Placer Parkway

This section discusses traffic-related impacts on the study area roadway system under the Cumulative Plus Project scenario. The City's travel demand model has been used to estimate the change in daily, a.m., and p.m. peak hour traffic volumes on regional roadways due to development of the Proposed Project under Cumulative conditions. It should be noted that unlike the 2025 CIP plus project scenario, the Cumulative plus project scenario includes build out of the Sierra Vista Specific Plan, as well as development on the properties designated as Urban Reserve. Development assumptions and trip generation for the Urban Reserve properties are detailed in **Table 5**.

Cumulative Plus Project Conditions With Partial Placer Parkway – Roseville

IMPACT NO. 15:

The Proposed Project (with build out of Urban Reserve properties) would increase traffic volumes on **City of Roseville** roadways under **Cumulative** Conditions and result in significant LOS impacts at eight intersections:

A.M. Peak Hour

- Foothills Bl & Baseline/Main St

P.M. Peak Hour

- Cirby Way & Northridge Dr
- Pleasant Grove Blvd & Fiddymont Rd
- Roseville Pkwy & Chase
- I-80 EB Off/ Orlando & Riverside Ave
- Watt Ave & Baseline Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure12:

Modify City's CIP to provide for the intersection improvements listed in **Table 52**

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

Table 47 and **Table 48** show the a.m. and p.m. peak hour levels of service at all current and future signalized intersections Citywide under Cumulative conditions without and with buildout of Sierra Vista. The tables show that there are 27 additional intersections with the Proposed Project. This number includes 3 intersections within the Urban Reserve properties that were not assumed under 2025 CIP plus project conditions.

Table 49 and **Table 50** show the number of intersections operating at LOS D or worse under Cumulative Plus Proposed Project conditions, as compared to Cumulative No Project conditions. During the a.m. peak hour, the number of intersections projected to operate at LOS D or worse increases from 15 to 17. During the p.m. peak hour, the number of intersections projected to operate at LOS D or worse increases from 30 to 33. It should be noted that the number of total intersections increases to 204 due to three additional signalized intersections in the Urban Reserve properties.

Intersection impacts within the City of Roseville under the Cumulative Plus Proposed Project scenario are shown in **Table 51**. The table shows that three intersections would be impacted in the a.m. peak hour and eight intersections would be impacted with the addition of the Proposed Project during the p.m. peak hour.

AM Peak Hour

Table 47 shows the projected a.m. peak hour levels of service at all City of Roseville intersections under cumulative conditions with and without buildout of the Proposed Project. Under No Project conditions, 163 of the City's 178 intersections would operate at LOS C or better. This equates to 91.7 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. The Proposed Project would add 28 signalized intersections within the City. Under the Plus Project scenario, 187 of the City's 204 intersections would operate at LOS C or better. This means that 91.7 percent of the City's intersections would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

Table 51 identifies those intersections significantly impacted during the a.m. peak hour under cumulative plus project conditions. Those intersections are:

- Foothills Boulevard and Baseline Main – (LOS D to LOS E)
- Foothills Boulevard and Pleasant Grove Boulevard – (LOS C to LOS D)
- Pleasant Grove Boulevard and Washington Boulevard - (LOS C to LOS D)

Foothills Boulevard and Baseline Road – Under the 2025 cumulative scenario, this intersection would degrade from LOS D to LOS E. The level of service at this intersection could be improved to LOS A with the construction of a “free” eastbound right turn lane and associated receiving lane. However, this

widening would exceed the maximum feasible improvements deemed appropriate by the City's General Plan and would place undue burden on the adjacent businesses and residents. As such, this impact is deemed **significant and unavoidable**.

Foothills Boulevard and Pleasant Grove Boulevard – Under the 2025 cumulative scenario, this intersection would degrade from LOS C to LOS D. The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS E as the significance threshold for traffic impacts at this intersection. As such, impacts to this intersection under a.m. peak conditions are considered **less than significant**.

Pleasant Grove Boulevard and Washington Boulevard – Under the 2025 cumulative scenario, this intersection would degrade from LOS C to LOS D. The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS D as the significance threshold for traffic impacts at this intersection. As such, impacts to this intersection under a.m. peak conditions are considered **less than significant**.

Intersection mitigations for this scenario are summarized in **Table 52**.

PM Peak Hour

Table 48 shows the projected p.m. peak hour levels of service at all City of Roseville intersections under cumulative conditions with and without buildout of the Proposed Project. Under No Project conditions during the p.m. peak hour, 149 of the City's 178 intersections would operate at LOS C or better. This equates to 83.7 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak period which is significantly higher than the City requirement that a minimum of 70 percent of the City's signalized intersections to function at LOS C or better during the peak period. The Proposed Project would add 28 signalized intersections within the City. Under the Plus Project Conditions during the a.m. peak hour, 171 of the City's 204 intersections would operate at LOS C or better. This means that 83.8 percent of the City's signalized intersections would function at LOS C or better during the p.m. peak hour, which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

Table 51 identifies those intersections significantly impacted during the p.m. peak hour under cumulative plus project conditions. Those intersections are:

-
- Cirby Way and Northridge Drive – (LOS D to LOS E)
 - Foothills Boulevard and Pleasant Grove Boulevard – (LOS D to LOS E)
 - Pleasant Grove Boulevard and Fiddymment Road – (LOS D to LOS E)
 - Pleasant Grove Boulevard and Washington Boulevard – (LOS C to LOS D)
 - Roseville Parkway and Chase Drive – (LOS C to LOS D)
 - Woodcreek Oaks Boulevard and Baseline Road – (LOS C to LOS D)
 - I-80 eastbound off and Orlando/Riverside – (LOS D to LOS E)
 - Watt Avenue and Baseline Road – (LOS D)

Cirby Way and Northridge – Under the 2025 cumulative scenario, this intersection would degrade from LOS D to LOS E with the addition of the Proposed Project. This level of service change is based on an increase in p.m. peak hour volume of about 100 vehicles. This represents an approximately 2.4% increase in intersection approach volume. The City has recently completed improvements along the Cirby Way corridor and has stated that additional right-of-way at the intersection is not available, although perceived level of service improvements may be possible along the Cirby Way corridor due to the recently implemented interconnection between signalized intersections. This intersection could be mitigated by adding a 3rd W/B through lane. This would improve the intersection operation from LOS E with a V/C of 0.91 to LOS C with a V/C of 0.79. However, due to concerns expressed by area residents, the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this improvement is deemed infeasible and the impact remains **significant and unavoidable**.

Foothills Boulevard and Pleasant Grove – Under the 2025 cumulative scenario, this intersection would degrade from LOS D to LOS E with the addition of the Proposed Project. The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS E as the significance threshold for traffic impacts. As such, this increase in traffic volume is considered **less than significant**.

Pleasant Grove Boulevard and Fiddymment Road – Under the 2025 cumulative scenario, this intersection would degrade from LOS D to LOS E with the addition of the Proposed Project. This change is based on an overall p.m. peak hour approach volume of about 7%. This intersection is already assumed to have extraordinary improvements, such as three westbound left turn lanes. This intersection could be mitigated by adding a 2nd W/B through lane. This would improve the intersection operation from LOS E

with a V/C of 1.00 to LOS D with a V/C of 0.87. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this improvement is deemed infeasible and the impact remains **significant and unavoidable**.

Pleasant Grove Boulevard and Washington Boulevard – Under the 2025 cumulative scenario, this intersection would degrade from LOS C to LOS D with the addition of the Proposed Project. The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS D as the significance threshold for traffic impacts. As such, this increase in traffic volume is considered **less than significant**.

Roseville Parkway and Chase Drive – Under the 2025 cumulative scenario, this intersection would degrade from LOS C to LOS D with the addition of the Proposed Project. Providing an overlap phase for northbound vehicles turning right would improve this intersection back to LOS C (0.81). This improvement would require modification of signal heads only and would be confined to the existing City right-of-way. This improvement will be added to the City's Capital Improvement Program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. With the proposed mitigation, this increase in traffic volume is considered **less than significant**.

Woodcreek Oaks Baseline Road – Under the 2025 cumulative scenario, this intersection would degrade from LOS C to LOS D with the addition of the Proposed Project. The City of Roseville General Plan has previously adopted findings of overriding consideration for this intersection to establish LOS D as the significance threshold for traffic impacts. As such, this increase in traffic volume is considered **less than significant**.

I-80 eastbound off and Orlando/Riverside – Under the 2025 cumulative scenario, this intersection would degrade from LOS D to LOS E with the addition of the Proposed Project. This change in level of service is based on a volume change of less than one percent. This intersection could be mitigated by adding a 3rd N/B through lane. This would improve the intersection operation from LOS E with a V/C of 0.91 to LOS D with a V/C of 0.87. However, due to the close proximity of businesses in the area, the need to widen the bridge structure over Interstate 80 and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact is deemed **significant and unavoidable**.

Watt Avenue and Baseline Road – Under the 2025 cumulative scenario, this intersection would degrade from LOS C to LOS D with the addition of the Proposed Project. This intersection is currently a three-leg

intersection in unincorporated Placer County. Under Cumulative no project conditions, this intersection would have a new north leg to provide access to the Regional University project in Placer County and would still be considered a Placer County intersection. With the addition of the Proposed Project, three of the four legs of the intersection would be in Roseville and therefore the intersection would fall within Roseville's jurisdiction and level of service policy. Under Cumulative plus project conditions, this intersection is projected to operate at LOS D (0.82) conditions. This level of service is based on a fully built out intersection with two left turn lanes, three through lanes, and a separate right turn lane in all directions. This intersection could be mitigated by adding E/B & W/B Triple left-turn lanes. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS C with a V/C of 0.75. This improvement will be added to the City's Capital Improvement Program and development within the Sierra Vista Specific Plan will be required to provide fair share funding for this improvement. With this mitigation this impact would be reduced to **less than significant**.

Intersection mitigations for this scenario are summarized in **Table 52**.

Figure 11 shows daily traffic volumes for major arterial roadways under Cumulative Plus Proposed Project Conditions.

Cumulative Plus Project Conditions With Partial Placer Parkway – Placer County

IMPACT NO. 16:

The Proposed Project would increase traffic volumes on **Placer County roadways** under **Cumulative** Conditions and result in significant LOS impacts at one intersection and one roadway segment:

P.M. Peak Hour

- Walerga Rd & PFE Rd

Daily

- Walerga Rd south of Baseline Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 13: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County under Cumulative conditions. **Table 53** shows the changes in a.m. and p.m. peak hour intersection level

of service at a number of Placer County intersections. The table shows that one Placer County intersection (Walerga Road and PFE Road) would be significantly impacted during the p.m. peak hour.

Walerga Road and PFE Road - The intersection of Walerga Road and PFE Road degrades from LOS D (0.83) to LOS E (0.93) during the p.m. peak hour with the addition of the Proposed Project. Total approach volume at this intersection increases by approximately 7% with the addition of the Proposed Project. The construction of an additional northbound and southbound thru lane would improve the operation of this intersection to LOS C with a volume to capacity ratio of 0.73. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Placer County roadways. Since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

Table 54 shows the changes in daily traffic volume on Placer County roadways under Cumulative and Cumulative plus project conditions. The table shows that there would be large volume increases on portions of Baseline Road, Watt Avenue, and Walerga Road. It should be noted that the County has approved a LOS D policy for roadways within and adjacent to Placer Vineyards. The table shows that under Cumulative conditions, one roadway segment would not meet the County's level of service policy. The addition of Sierra Vista would increase the volume on this segment enough to result in a significant degradation in level of service. Walerga Road south of Baseline is projected to operate at LOS F under both Cumulative no project and plus project conditions, however the volume-to-capacity ratio increases from 1.01 to 1.08, an increase of 0.07. The operation of this intersection could be improved with the construction of a third northbound and southbound thru lane. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Placer County roadways.

Since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

Cumulative Plus Project Conditions With Partial Placer Parkway – Sacramento County

IMPACT NO. 17:

The Proposed Project would increase traffic volumes on **Sacramento County roadways** under **Cumulative** Conditions and result in significant LOS impacts at one roadway segment and three intersections:

P.M. Peak Hour

- Watt Ave & Elverta Rd
- Watt Ave & Antelope Rd
- Watt Ave & Elkhorn Blvd

Daily

- Walerga Rd south of PFE Rd

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 14: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Sacramento County. **Table 55** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sacramento County intersections. The table shows that the intersection of Watt Avenue and Antelope Road is projected to operate at LOS F during the a.m. peak hour. However, the volume to capacity ratio improves under the plus project conditions. As such, the impact from the Proposed Project is less than significant during the a.m. peak hour.

During the p.m. peak hour, three intersections will be impacted under the plus project scenario. Those intersections are:

- Watt Avenue and Elverta Road – (LOS E to LOS F)
- Watt Avenue and Antelope Road – (LOS F conditions, V/C increase of 0.13)
- Watt Avenue and Elkhorn Boulevard – (LOS E to LOS F)

Watt Avenue and Elverta Road - Under the cumulative scenario, this intersection would degrade from LOS E to LOS F. The level of service at this intersection could be improved to LOS D with the construction of additional eastbound and westbound through lanes. The City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of

achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Sacramento County roadways. Since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**.

Watt Avenue and Antelope Road - Under the cumulative scenario, this intersection would remain at LOS F, however the volume to capacity ratio of the intersection would increase from 1.19 to 1.26. This increase of 0.07 on an intersection already operating at LOS F is considered significant. The level of service at this intersection could be improved to LOS D with the construction of the following improvements:

- A second northbound left turn lane
- Additional northbound and southbound through lanes
- An additional westbound through lane

The City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Sacramento County roadways. Since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**.

Watt Avenue and Elkhorn Boulevard - Under the cumulative scenario, this intersection would remain at LOS F, however the volume to capacity ratio of the intersection would increase from 1.19 to 1.26. This increase of 0.07 on an intersection already operating at LOS F is considered significant. The level of service at this intersection could be improved to LOS E with the construction of a third westbound through lane. The City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Sacramento County roadways. Since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**.

Table 56 shows the changes in daily traffic volume on Sacramento County roadways under Cumulative plus project conditions. The segment of Walerga Road south of PFE Road is shown to operate at LOS F with and without the project. The table shows that there would be volume increases on Watt Avenue and Walerga Road south of the county line. The increase on Walerga Road south of PFE Road would degrade that segment's V/C by 0.06, which represents a significant impact. The construction of a third northbound and southbound thru lane would improve the operation of this roadway segment to LOS E. Previous studies, including the Placer Vineyards EIR, have identified a need for six lanes on Walerga Road south of the County line. The City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Sacramento County roadways.

However, since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**.

Cumulative Plus Project Conditions With Partial Placer Parkway – Sutter County

IMPACT NO. 18:	The Proposed Project would increase traffic volumes on Sutter County roadways under Cumulative Conditions.
SIGNIFICANCE:	Significant
MITIGATION:	<i>Mitigation Measure 15:</i> Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sutter County facilities
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in traffic volume increases on some Sutter County roadways. **Table 57** shows the projected a.m. and p.m. peak hour levels of service at Sutter County intersections in the vicinity of the Proposed Project under 2025 CIP Cumulative Plus Project conditions. The table shows that both intersections are projected to operate at an acceptable level of service without and with the Proposed Project.

Table 58 shows that the addition of the Proposed Project is projected to increase daily traffic on Riego Road east of SR 70/99 by about 3,300 daily vehicles, from 31,500 to 34,800 daily vehicles. This increase would result in a significant change in level of service, from LOS E to LOS F. The widening of Riego Road to 6 lanes would improve the operation of this roadway segment to LOS C. Because this

improvement is located within Sutter County, the County may determine the improvement to be infeasible. Should Sacramento County determine that the widening of Walerga to six lanes along this segment is feasible, the City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Riego Road.

Cumulative Plus Project Conditions With Partial Placer Parkway – Rocklin

IMPACT NO. 19:	The Proposed Project would increase traffic volumes on Rocklin roadways under Cumulative Conditions.
SIGNIFICANCE:	Less than Significant
MITIGATION:	<i>None Required</i>
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in traffic volume increases on some Rocklin roadways. **Table 59** shows that the addition of the Proposed Project is projected to increase daily traffic on two of the four study segments, however these increases would not result in a significant change in level of service. No level of service changes are projected at these Rocklin locations with the addition of the Proposed Project under Cumulative conditions. As such, this impact is considered to be **less than significant**.

Cumulative Plus Project Conditions With Partial Placer Parkway – State Facilities

IMPACT NO. 20:

The Proposed Project would increase traffic volumes on **State Facilities** under **Cumulative Conditions** and result in significant LOS impacts at four freeway segments:

- I-80 (Sacramento County line to Riverside Avenue)
- I-80 (Riverside Avenue to Douglas Boulevard)
- SR 65 (I-80 to Galleria Boulevard)
- SR 65 (Galleria Boulevard to Pleasant Grove Boulevard)
- SR 65 (Blue Oaks Boulevard to Sunset Boulevard)
- SR 70/99 (Riego Road to Elkhorn Boulevard)

SIGNIFICANCE:

Significant

MITIGATION:

Mitigation Measure 16: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement

RESIDUAL SIGNIFICANCE:

Significant and Unavoidable

The addition of the Proposed Project to Cumulative conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 60** shows the Cumulative and Cumulative plus project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways stipulate a level of service standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both without and with the Proposed Project.

Table 61 shows the Cumulative and Cumulative plus project volumes and levels of service on study area State Highway segments. The table shows that portions of I-80, SR 65, and SR 79/99 are projected to operate at LOS F and the addition of the Proposed Project would add some volume (less than one percent on I-80 and SR 65, and less than three percent on SR 70/99) to these already deficient facilities. State Highway segments impacted under the cumulative plus project scenario are:

- I-80 at Sacramento County Line – 0.52 percent increase in ADT

-
- I-80 Riverside Avenue to Douglas Boulevard – 0.32 percent increase in ADT
 - I-80 Douglas Boulevard to Eureka Road – 0.48 percent increase in ADT
 - I-80 Eureka Road to Taylor Road – 0.30 percent increase in ADT
 - I-80 Taylor Road to SR 65 – 0.37 percent increase in ADT
 - SR 65 I-80 to Galleria Boulevard – 0.66 percent increase in ADT
 - SR 65 Galleria Boulevard to Pleasant Grove – 0.42 percent increase in ADT
 - SR 70/99 Riego Road to Elverta Road – 2.55 percent increase in ADT
 - SR 70/99 Elverta Road to Elkhorn Boulevard – 1.63 percent increase in ADT

No specific improvements have been identified to mitigate project impacts on I-80 or SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
 - Tier 2 Fee
 - Transportation Uniform Mitigation Fee

-
- Transportation sales tax
 - Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln and Placer County and will be applied to all new growth areas. The Sierra Vista Specific Plan will be required to participate in this fee program. In addition, the Sierra Vista Plan area will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies in efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.
- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

Cumulative Plus Project Without Placer Parkway

The City has requested that this document include an analysis of the Proposed Project under Cumulative conditions with and without the inclusion of Placer Parkway. Because Placer Parkway is currently being extensively studied but is not yet funded, it is appropriate to include a scenario that includes at least a portion of this important regional roadway, as well as a scenario that does not include Placer Parkway.

As has been noted when comparing the 2025 CIP conditions with the 2025 Cumulative conditions, the addition of Placer Parkway to the regional roadway system greatly benefits roadways in the western portion of the City of Roseville. Removal of this roadway from the Cumulative Plus Project scenario results in an increase in volume at a number of Roseville intersections. Five intersections degrade during the a.m. peak hour and ten intersections degrade during the p.m. peak hour. The majority of these intersections are in the western portion of the City of Roseville. During the p.m. peak hour, seven intersections degrade from LOS C to LOS D, two degrade from LOS D to LOS E, and one degrades from LOS E to LOS F.

The cumulative travel demand model estimates that Placer Parkway would carry about 50,400 daily vehicles between SR 65 and Foothills Boulevard, about 42,200 daily vehicles between Foothills Boulevard and Fiddymment Road, and about 20,200 daily vehicles between Fiddymment Road and Watt Avenue/ Blue Oaks Boulevard. As expected, these volumes are a result of traffic diverting from Interstate 80, SR 65, and roadways within the western portion of the City of Roseville.

Cumulative Plus Project Conditions Without Placer Parkway – Roseville

Table 62 and **Table 63** show the a.m. and p.m. peak hour levels of service at all current and future signalized intersections Citywide under Cumulative conditions without Placer Parkway without and with Sierra Vista.

Table 64 and **Table 65** show the number of intersections operating at LOS D or worse under Cumulative Plus Proposed Project conditions, as compared to Cumulative No Project conditions, both without Placer Parkway. During the a.m. peak hour, the number of intersections projected to operate at LOS D or worse decreases from 21 to 19. During the p.m. peak hour, the number of intersections projected to operate at LOS D or worse increases from 38 to 40. It should be noted that the number of total intersections increases to 204 due to three additional signalized intersections in the Urban Reserve properties.

Intersection impacts within the City of Roseville under the Cumulative Plus Proposed Project without Placer Parkway scenario are shown in **Table 66**. The table shows that two intersections would be impacted in the a.m. peak hour and ten intersections would be impacted with the addition of the Proposed Project during the p.m. peak hour.

AM Peak Hour

Table 64 shows the projected a.m. peak hour levels of service at all City of Roseville intersections under cumulative conditions without Placer Parkway with and without buildout of the Proposed Project. Under No Project conditions, 157 of the City's 178 intersections would operate at LOS C or better. This equates to 88.2 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. The Proposed Project would add 28 signalized intersections within the City. Under the Plus Project scenario, 185 of the City's 204 intersections would operate at LOS C or better. This means that 90.7 percent of the City's intersections would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

Table 66 identifies those intersections significantly impacted during the a.m. peak hour under cumulative plus project conditions. Those intersections are:

- Foothills Boulevard and Baseline Main – (LOS D to LOS E)
- West Side Drive and Baseline Road - (LOS D)

Foothills Boulevard and Baseline Road – Under the 2025 cumulative without Placer Parkway scenario, this intersection would degrade from LOS D to LOS E. The level of service at this intersection could be improved to LOS A with the construction of a “free” eastbound right turn lane and associated receiving lane. However, this widening would exceed the maximum feasible improvements deemed appropriate by the City's General Plan and would place undue burden on the adjacent businesses and residents. As such, this impact is deemed **significant and unavoidable**.

West Side Drive and Baseline Road – Under the 2025 cumulative without Placer Parkway scenario, this intersection would operate at LOS D. Providing a third eastbound left turn lane would improve the LOS at this intersection to LOS C. This improvement would reduce this impact to **less than significant**.

Intersection mitigations for this scenario are summarized in **Table 67**.

PM Peak Hour

Table 65 shows the projected p.m. peak hour levels of service at all City of Roseville intersections under cumulative conditions without Placer Parkway with and without buildout of the Proposed Project. Under No Project conditions during the p.m. peak hour, 140 of the City's 178 intersections would operate at LOS C or better. This equates to 78.7 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak period which is higher than the City requirement that a minimum of 70 percent of the City's signalized intersections to function at LOS C or better during the peak period. The Proposed Project would add 28 signalized intersections within the City. Under the Plus Project Conditions during the a.m. peak hour, 164 of the City's 204 intersections would operate at LOS C or better. This means that 80.4 percent of the City's signalized intersections would function at LOS C or better during the p.m. peak hour, which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

Table 66 identifies those intersections significantly impacted during the p.m. peak hour under cumulative plus project conditions. Those intersections are:

- Blue Oaks Boulevard and Crocker Ranch Road – (LOS C to LOS D)
- Blue Oaks Boulevard and Diamond Creek Boulevard – (LOS C to LOS D)
- Cirby Way and Northridge Drive – (LOS D to LOS E)
- Foothills Boulevard and Junction Boulevard – (LOS C to LOS D)
- Foothills Boulevard and Pleasant Grove Boulevard – (LOS D to LOS E)
- Foothills Boulevard and Vineyard Road – (LOS C to LOS D)
- Pleasant Grove Boulevard and Gold Coast/ Hallissy – (LOS C to LOS D)
- Sunrise Avenue and Sandringham/ Kensigton – (LOS D to LOS E)
- I-80 eastbound off and Orlando/Riverside – (LOS D to LOS E)
- Watt Avenue and Baseline Road – (LOS D)

Blue Oaks Boulevard and Crocker Ranch Road – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on an increase in p.m. peak hour volume of about 300 vehicles, which represents an approximately 7% increase in intersection approach volume. This intersection could be mitigated by restriping the S/B right-turn lane to a shared right & left-turn lane. This would improve the intersection operation from LOS D with a V/C of 0.84 to LOS C with a V/C of 0.71. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

Blue Oaks Boulevard and Diamond Creek Road – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on an increase in p.m. peak hour volume of about 280 vehicles, which represents an approximately 6% increase in intersection approach volume. This intersection could be mitigated by restriping the N/B thru lane to a shared thru & left-turn lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS C with a V/C of 0.80. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

Cirby Way and Northridge Drive – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on an increase in p.m. peak hour volume of about 130 vehicles, which represents an approximately 3% increase in intersection approach volume. The City has recently completed improvements along the Cirby Way corridor and has stated that additional right-of-way at the intersection is not available, although desired level of service improvements may be possible along the Cirby Way corridor due to the recently implemented interconnection between signalized intersections. This intersection could be mitigated by adding a 3rd westbound through lane. This would improve the intersection operation from LOS E with a V/C of 0.92 to LOS C with a V/C of 0.80. However, due to concerns expressed by area residents, the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Foothills Boulevard and Junction Boulevard – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on a decrease in p.m. peak hour volume of about 220 vehicles, which represents

an approximately 3% decrease in intersection approach volume. Although the overall intersection approach volume decreases, the critical approach volume for the westbound thru direction increases by about 140 vehicles, which decreases the overall intersection operation under the circular 212 planning methodology. This intersection could be mitigated by adding a 4th S/B through lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS C with a V/C of 0.76. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Foothills Boulevard and Pleasant Grove Boulevard – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on a very small increase in volume, less than 40 vehicles (approximately 0.4%). This intersection could be mitigated by adding a 4th W/B through lane. This would improve the intersection operation from LOS E with a V/C of 0.93 to LOS D with a V/C of 0.86. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Foothills Boulevard and Vineyard Road – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on an increase in p.m. peak hour volume of about 200 vehicles, which represents an approximately 3% increase in intersection approach volume. This intersection could be mitigated by adding a dedicated S/B right-turn lane. This would improve the intersection operation from LOS D with a V/C of 0.83 to LOS C with a V/C of 0.80. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Pleasant Grove Boulevard and Gold Coast Drive/Hallisey Drive – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on an increase in volume of approximately 230 vehicles which represents an increase of about 5%. This intersection could be mitigated by restriping the N/B thru lane to a shared Thru/left-turn lane. This would improve the intersection operation from LOS D with a V/C of 0.82 to LOS C with a V/C of 0.76. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

Sunrise Boulevard and Sandringham/Kensington – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on a change in volume of approximately 2%. This intersection could be mitigated by adding a dedicated S/B right-turn lane, which would improve the intersection operation from LOS E with a V/C of 0.92 to LOS D with a V/C of 0.87. This improvement is feasible and will be added to the City of Roseville’s Capital Improvement program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

I-80 Eastbound Offramp/Orlando Drive and Riverside Avenue – Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on an increase in p.m. peak hour volume of about 30 vehicles, which represents a less than 1% increase in intersection approach volume. This intersection could be mitigated by adding a 2nd westbound right-turn lane. This would improve the intersection operation from LOS E with a V/C of 0.91 to LOS C with a V/C of 0.73. However, due to the close proximity of businesses in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Watt Avenue and Baseline Road– Under the 2025 Cumulative **no project** without Placer Parkway scenario, this intersection would be in Placer County and would operate at LOS D. Under the 2025 Cumulative plus proposed project without Placer Parkway scenario, this intersection would be in the City of Roseville and would continue to operate at LOS D. This intersection could be mitigated by adding a 3rd W/B left-turn lane, which would improve the intersection operation from LOS D with a V/C of 0.83 to LOS C with a V/C of 0.76. This improvement is feasible and will be added to the City/County Fee program. Development within the Sierra Vista Specific Plan Area will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

Intersection mitigations for this scenario are summarized in **Table 67**.

Cumulative Plus Project Conditions Without Placer Parkway – Placer County

Table 68 identifies the level of service for study intersections within Placer County under the Cumulative without Placer Parkway scenario. As noted in that Table, the project would not result in any significant traffic impacts under this scenario. As such, this impact is considered to be **less than significant**.

Table 69 identifies the level of service for roadway segments within Placer County under the Cumulative without Placer Parkway scenario. As noted in that Table, Walerga Road would continue to operate at LOS F conditions with or without the project, however the increase in v/c ratio at this location is less than 0.05 and would not be considered a significant impact. All other study intersections would operate at an acceptable level of service. As such, this impact is considered to be **less than significant**.

Cumulative Plus Project Conditions Without Placer Parkway – Sacramento County

Table 70 identifies the level of service for study intersections within Sacramento County under the Cumulative without Placer Parkway scenario. As noted in that Table, the intersection of Watt and Antelope would operate at level of service F with and without the project during the a.m. peak hour, however, the v/c would increase by less than 0.05. As such, this impact is deemed to be less than significant at this location. As such, impacts during the a.m. peak hour are considered to be **less than significant**.

Watt Avenue and Elverta Road - As shown in **Table 70**, under the cumulative scenario, this intersection would degrade from LOS E to LOS F. The level of service at this intersection could be improved to LOS D with the construction of additional eastbound and westbound through lanes. Mitigation Measure 4.3-5 will facilitate the construction of such improvements by requiring that the City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Sacramento County roadways. Since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**. If an agreement is put in place between the City of Roseville and Sacramento County that assures construction of the above mentioned intersection improvements, this impact would be reduced to a less than significant level.

Table 71 shows that the segment of Walerga Road south of PFE Road would operate at LOS F with and without the project. However, the increase on Walerga Road south of PFE Road would degrade that segment's V/C by 0.06, which represents a significant impact. Potential mitigation is listed below.

Walerga Road south of PFE - The construction of a third northbound and southbound thru lane would improve the operation of this roadway segment to LOS E. Previous studies, including the Placer Vineyards EIR, have identified a need for six lanes on Walerga Road south of the County line. Mitigation Measure 4.3-5 will facilitate the construction of such improvements by requiring that the City of Roseville shall negotiate in good faith with Sacramento County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific plan for impacts on Sacramento County roadways.

However, since the City of Roseville does not have control over improvements on Sacramento County roadways, this impact is considered **significant and unavoidable**. If an agreement is put in place between the City of Roseville and Sacramento County that assures construction of the above mentioned intersection improvements, this impact would be reduced to a less than significant level.

Cumulative Plus Project Conditions Without Placer Parkway – Sutter County

Table 72 identifies the level of service for study intersections within Sutter County under the Cumulative without Placer Parkway scenario. As noted in that Table, the project would not result in any significant traffic impacts under this scenario. As such, this impact is considered to be **less than significant**.

Table 73 identifies the level of service for Riego Road within Sutter County under the Cumulative without Placer Parkway scenario. As noted in that Table, the project would increase daily volumes along Riego Road to increase by 2600 vehicles per day in result in a decrease in LOS E to LOS F. The recently approved Sutter Pointe Specific Plan and the Vineyard Point Specific Plan identified the ultimate need for Riego Road to be widened to six lanes to accommodate future traffic volumes. Potential mitigation for this impact is listed below.

Riego Road – Widening of Riego Road from four to six lanes would improve the level of service along this segment to acceptable levels. Mitigation Measure 4.3-X will facilitate the construction of such improvements by requiring that the City of Roseville shall negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time

period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Reigo Road.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Sutter County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact is considered **significant and unavoidable**.

Cumulative Plus Project Conditions Without Placer Parkway – Rocklin

Table 74 identifies the level of service for study roadway segments within the City of Rocklin under the Cumulative without Placer Parkway scenario. As noted in that Table, the project would not result in any significant traffic impacts under this scenario. As such, this impact is considered to be **less than significant**.

Cumulative Plus Project Conditions Without Placer Parkway – State Facilities

The addition of the proposed project to existing conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 75** shows the cumulative plus project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways stipulate a level of service standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both without and with the proposed project. The addition of the proposed project would not cause traffic to back up onto State highway facilities, and therefore this impact is considered **less than significant**.

Table 76 shows the cumulative plus project levels of service State highway segments. The table shows portions of SR 65 would operate at LOS F with and without the proposed project. The addition of the proposed project would add less than one percent to some of these already deficient facilities. In addition, under the cumulative scenario, the project would cause a portion of SR 70/99 to degrade from LOS E to LOS F. Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** impact. However, since the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

No specific improvements have been identified to mitigate project impacts on SR 65, and SR70/99 other than what is described in Section 4.3; however, the City is working with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
 - Tier 2 Fee
 - Transportation Uniform Mitigation Fee
- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer parkway have been adopted in Roseville, Rocklin, Lincoln, and Placer County and will be applied to all new growth areas. The Sierra Vista Specific Plan will be required to participate in this fee program. In addition, the SVSP will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies efforts to:

-
- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.
 - Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**

5. PROJECT ALTERNATIVES

CEQA requires that an EIR analyze feasible alternatives to the Proposed Project. The City of Roseville has requested that a number of alternatives to the Proposed Project be analyzed in this EIR. These alternatives include the following:

- No Project Alternative (already discussed in this section)
- Alternative 1: Reduced Footprint, Increased Density
- Alternative 2: Reduced Footprint, Same Density
- Alternative 3: “Project” Footprint, Reduced Density

DKS utilized generalized land use maps provided by the project applicant for each alternative and estimated the resultant number of residential dwelling units and non-residential square footage. These land use estimates are summarized in **Table 77**, as well as estimated trip generation of each alternative. The table shows that the trip generation for the three land use alternatives ranges from 76% to 84% of the Proposed Project. It should be noted that all of the alternatives do not include development of the Urban Reserve properties, which is consistent with the analysis of the Proposed Project under 2025 CIP conditions.

DKS has analyzed the impacts of the project alternatives for the jurisdictions closest to the project site, including Roseville, Placer County, and Sacramento County. Since Rocklin, Sutter County, and State Highway facilities are significantly further away from the project site, it is assumed that impacts of the project alternatives would be similar to the Proposed Project. Therefore these facilities have not been analyzed in detail in this section.

Table 78 shows the number of intersections in Roseville operating at LOS C or better under 2025 CIP conditions with the Proposed Project, as well as with the three project alternatives. The table shows that the percentage of intersections operating at LOS C or better is over 70% for the Proposed Project and all three land use alternatives. The table also shows that the number of intersections operating at LOS D or worse for each of the three alternatives is lower than for the Proposed Project. When compared to the Proposed Project, for Alternative 1, the number of intersections projected to operate at LOS D or worse decreases from 39 to 37. For Alternatives 2 and 3, the number of intersections projected to operate at LOS D or worse decreases from 39 to 38.

Table 79 shows all City of Roseville intersections projected to operate at LOS D or worse under each land use alternative, as well as under 2025 CIP Plus Proposed Project. **Table 80** shows the same information, but is limited to just those intersections with a significant difference in level of service when compared to the Proposed Project. The table shows that with Alternative 1, two intersections improve from LOS D to LOS C and one intersection degrades from LOS D to LOS E. With Alternative 2, two intersections improve from LOS D to LOS C, one degrades from LOS C to LOS D, and one degrades from LOS E to LOS F. With Alternative 3, two intersections improve from LOS D to LOS C, one degrades from LOS C to LOS D and two degrade from LOS E to LOS F.

Table 81 shows the changes in p.m. peak hour intersection level of service with each project alternative at Placer County intersections. The table shows that the alternatives all result in minimal changes in LOS at Placer County intersections. No significant LOS changes (improved or degraded) can be attributed to any of the three project alternatives. One intersection (Walerga Road and PFE Road) is projected to operate at LOS D with the Proposed Project, as well as with all three land use alternatives under 2025 CIP conditions.

Table 82 shows the changes in daily volume with each project alternative at Placer County roadway segments. The table shows that the alternatives all result in no changes in LOS at Placer County segments, however volumes do tend to decrease somewhat when comparing the alternatives to the Proposed Project.

Table 83 shows the changes in p.m. peak hour intersection level of service with each project alternative at Sacramento County intersections. The table shows that the alternatives all result in minimal changes in LOS at Sacramento County intersections. No significant LOS changes (improved or degraded) can be attributed to any of the three project alternatives. Three intersections are projected to operate at LOS F with the Proposed Project, as well as with all three land use alternatives under 2025 CIP conditions. The volume-to-capacity ratios do not significantly change with any of the project alternatives.

Table 84 shows the changes in daily volume with each project alternative at Sacramento County roadway segments. The table shows that the alternatives all result in no changes in LOS at Sacramento County segments, however volumes do tend to decrease somewhat when comparing the alternatives to the Proposed Project. **Figure 12** shows daily traffic volumes for major arterial roadways under 2025 CIP Conditions with each of the project alternatives.

6. SUPER-CUMULATIVE CONDITIONS

The City of Roseville has requested that roadway facilities within the City be analyzed under a “Super-Cumulative” scenario. Because this scenario has been identified for informational purposes only and not for impact analysis, it is being looked at only with the assumption of build out of the Sierra Vista Specific Plan plus build out of the Urban Reserve properties. Based on discussions with City staff, the Super-Cumulative scenario includes a number of land use and roadway projects in addition to the Cumulative Plus Project scenario, including:

- Full Placer Parkway improvements (6 lanes from SR 65 to Watt Avenue Extension and 4 lanes from Watt Avenue Extension to SR 79/99 in Sutter County)
- Build Out of Placer Ranch
- Build Out of Placer Vineyards
- Build Out of Lincoln General Plan SOI Expansion Area
- Buildout of City of Rocklin
- Build Out of Curry Creek
- Residential Build Out of Sutter Pointe
- SACOG 2035 Growth Assumptions elsewhere

Table 85 and **Table 86** show the projected levels of service at all signalized intersections Citywide under Super-Cumulative conditions with the Proposed Project during the a.m. and p.m. peak hour, respectively. Both tables compare the Super-Cumulative Plus Project condition to the Cumulative Plus Project condition for informational purposes. **Table 87** and **Table 88** show the percentage of intersections projected to operate at LOS C or better under Super-Cumulative conditions with build out of the Proposed Project and build out of the Urban Reserve properties. During the a.m. peak hour, the number of intersections projected to operate at LOS D or worse increases by 8 (from 17 to 25) and during the p.m. peak hour the number of intersections projected to operate at LOS D or worse increases by 16 (from 33 to 49). The tables show that, while the number of intersections projected to operate at LOS D or worse increase under Super-Cumulative conditions, the percentage of intersections projected to operate at LOS C or better remains above 70% during both the a.m. and p.m. peak hours. **Table 89** and **Table 90** show the intersections projected to operate at LOS D or worse under Super-Cumulative conditions during the a.m. and p.m. peak hour, respectively. **Figure 13** shows the super-cumulative daily traffic volumes on local roadways, as compared to 2025 Cumulative Plus Project conditions.

Table 1
Level of Service Definitions at Roseville Signalized Intersections

Level of Service (LOS)	Volume to Capacity Ratio¹	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C ²	0.71-0.81	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.82-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	Greater than 1.00	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Notes:

1. The ratio of the traffic volume demand at an intersection to the capacity of the intersection.
2. The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold, other jurisdictions use 0.80

SOURCE: Transportation Research Board, 1985.

Table 2
Level of Service Definitions on Roadway Segments

Facility Type	Average Daily Traffic Volume Threshold				
	LOS A	LOS B	LOS C	LOS D	LOS E
State Highway, Placer County, Sacramento County, and City of Sacramento Roadways					
Two-Lane Collector	9,000	10,700	12,000	13,500	15,000
Two-Lane Arterial	10,800	12,600	14,400	16,200	18,000
Four-Lane Arterial	21,600	25,200	28,800	32,400	36,000
Six-Lane Arterial	32,400	37,800	43,200	48,600	54,000
Four-Lane Freeway	37,600	52,800	68,000	76,000	80,000
Six-Lane Freeway	56,400	79,200	102,000	114,000	120,000
Eight-Lane Freeway	75,200	105,600	136,000	152,000	160,000
Sutter County Roadways					
Two – Lane Rural Roadway	-	-	7,200	12,200	20,800
Two – Lane Urban Arterial	-	-	13,170	14,800	16,460
Four – Lane Urban Arterial	-	-	26,340	29,640	32,930
Six – Lane Urban Arterial	-	-	39,510	44,460	49,395
Eight – Lane Urban Arterial	-	-	52,680	59,280	65,860
Four – Lane Expressway	-	-	38,900	47,400	51,600
Six – Lane Expressway	-	-	58,350	71,100	77,400
Eight – Lane Expressway	-	-	77,800	94,800	103,200

Source: DKS Associates, 2003 and Fehr & Peers, 2008

Table 3
Level of Service at Roseville Signalized Intersections
Existing Conditions

		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
1	Atlantic & Tiger/Center	A	0.35	A	0.36
2	Atlantic & Wills	A	0.46	A	0.49
3	Atlantic St & Yosemite St	A	0.43	A	0.50
4	Baseline Rd & Fiddymment Rd	B	0.67	C	0.80
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.23
6	Blue Oaks & Del Webb	A	0.14	A	0.16
7	Blue Oaks & Fiddymment	A	0.20	A	0.18
8	Blue Oaks & New Meadow	A	0.34	A	0.38
9	Blue Oaks & Orchard View	A	0.08	A	0.09
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.30
11	Blue Oaks Bl & Foothills Bl	B	0.64	A	0.58
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.55	A	0.41
13	Cirby & Sunrise	B	0.65	D	0.85
14	Cirby Wy & Foothills Bl	B	0.67	B	0.68
15	Cirby Wy & Melody Ln	A	0.48	B	0.68
16	Cirby Wy & Northridge Dr	A	0.58	B	0.65
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.53
18	Cirby Wy & Orlando Av	A	0.56	C	0.74
19	Cirby Wy & Parkview Dr	A	0.54	A	0.46
20	Cirby Wy & Riverside Av	C	0.78	C	0.78
21	Cirby Wy & Rocky Ridge Dr	B	0.61	C	0.73
22	Cirby Wy & San Simeon Dr	A	0.42	A	0.53
23	Cirby Wy & Vernon St	C	0.71	D	0.85
24	Douglas & Eureka	A	0.49	A	0.57
25	Douglas & Rocky Ridge	A	0.51	C	0.74
26	Douglas & Santa Clara	A	0.34	C	0.71
27	Douglas & Sierra Gardens	A	0.44	C	0.72
28	Douglas & Sunrise	B	0.60	E	0.91
29	Douglas & Target	A	0.34	A	0.48
30	Douglas Bl & E Roseville Pw	B	0.64	C	0.75
31	Douglas Bl & Folsom Rd	A	0.38	A	0.50
32	Douglas Bl & Harding Bl	A	0.47	C	0.73
33	Douglas Bl & Judah St	A	0.36	A	0.49
34	Douglas Bl & Keehner Av	A	0.34	A	0.33
35	Douglas Bl & Park Dr	A	0.25	A	0.29
36	Douglas Bl & Sierra College Bl	C	0.73	D	0.85
37	Eureka & Lead Hill	A	0.36	A	0.41

Table 3
Level of Service at Roseville Signalized Intersections
Existing Conditions

		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
38	Eureka & N. Sunrise	A	0.48	B	0.66
39	Eureka & Rocky Ridge	A	0.34	C	0.70
40	Eureka Rd & Ashland Dr	A	0.21	A	0.18
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.30
42	Fairway & Central Park/Lowes	A	0.24	A	0.38
43	Fairway & Cortina Circle	A	0.12	A	0.24
44	Fairway & Five Star	A	0.32	A	0.31
45	Fairway & Home Depot	A	0.38	A	0.32
46	Fairway & Target/Rosehall	A	0.43	A	0.31
47	Fiddymment & Del Webb/Village Green	A	0.26	A	0.20
48	Fiddymment & Hayden Pkwy (North)	A	0.10	A	0.09
49	Fiddymment & Hayden Pkwy (South)	A	0.22	A	0.20
50	Foothills & Baseline/Main	B	0.61	C	0.70
51	Foothills & Misty Wood/NEC	A	0.27	A	0.23
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.22
53	Foothills Bl & Atkinson Rd	B	0.67	C	0.72
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.21	A	0.25
55	Foothills Bl & HP (South)	A	0.24	A	0.34
56	Foothills Bl & Junction Bl	A	0.54	C	0.74
57	Foothills Bl & McAnally Dr	A	0.35	A	0.54
58	Foothills Bl & Pleasant Grove Bl	A	0.50	B	0.67
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.43
60	Foothills Bl & Vineyard Rd	A	0.41	A	0.55
61	Galleria & Antelope Creek	A	0.35	A	0.54
62	Galleria & Berry	A	0.52	A	0.49
63	Galleria & Roseville Pkwy	A	0.48	C	0.81
64	Harding & Wills	B	0.62	A	0.47
65	Harding Bl & Estates Dr	A	0.36	A	0.50
66	Harding Bl & Lead Hill Bl	A	0.40	B	0.60
67	Harding Bl & Roseville Square	A	0.28	A	0.49
68	Junction & Stonecrest/Magenta	A	0.28	A	0.15
69	Junction Bl & Americana Dr	A	0.35	A	0.26
70	Junction Bl & Baseline Rd	A	0.31	A	0.46
71	Junction Bl & Country Club Dr	A	0.48	A	0.33
72	Junction Bl & Park Regency Dr	A	0.30	A	0.19
73	Junction Bl & Porter Dr	A	0.31	A	0.32
74	Junction Bl & Revere Dr	A	0.26	A	0.26
75	Junction Bl & Washington Bl	A	0.40	B	0.61
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	A	0.31

Table 3
Level of Service at Roseville Signalized Intersections
Existing Conditions

		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
77	Lead Hill Bl & N Sunrise Av	A	0.47	C	0.80
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.54
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.33
80	N Sunrise Av & Automall Dr	A	0.37	A	0.51
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.21
82	N. Sunrise & Sierra Gardens	A	0.37	B	0.60
83	Olympus Dr & Europa St	A	0.12	A	0.11
84	PFE & Hilltop	A	0.37	A	0.30
85	Pleasant Grove & Fairway	A	0.37	B	0.68
86	Pleasant Grove & Fiddymment	A	0.34	A	0.27
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	A	0.52
88	Pleasant Grove & Highland Park	A	0.23	A	0.41
89	Pleasant Grove & Market	A	0.04	A	0.04
90	Pleasant Grove & Michener	A	0.25	A	0.30
91	Pleasant Grove & Monument	A	0.06	A	0.06
92	Pleasant Grove & Rose Creek	A	0.19	A	0.30
93	Pleasant Grove & Roseville Pkwy	A	0.43	C	0.72
94	Pleasant Grove & Sun City	A	0.20	A	0.23
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	B	0.68
96	Pleasant Grove & Washington	A	0.56	B	0.69
97	Pleasant Grove Bl & Country Club Dr	A	0.34	A	0.36
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.54
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.49
100	Rocky Ridge Dr & McLaren Dr	A	0.41	A	0.42
101	Rocky Ridge Dr & Professional Dr	A	0.48	B	0.62
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.15
103	Roseville Parkway & Chase	A	0.43	A	0.45
104	Roseville Parkway & Creekside Ridge	A	0.39	B	0.63
105	Roseville Parkway & Gibson	A	0.39	A	0.44
106	Roseville Parkway & N. Sunrise	A	0.49	C	0.75
107	Roseville Parkway & Reserve	A	0.42	A	0.46
108	Roseville Parkway & Secret Ravine	A	0.37	A	0.59
109	Roseville Parkway & Taylor	A	0.59	B	0.66
110	Roseville Parkway & West Mall	A	0.38	A	0.56
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.53
112	Roseville Pw & Eureka Rd	A	0.33	B	0.62
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	A	0.48
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.45
115	Roseville Pw & Olympus Dr	A	0.51	A	0.59

Table 3
Level of Service at Roseville Signalized Intersections
Existing Conditions

		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.48
117	Roseville Pw & Sierra College Bl	B	0.68	C	0.79
118	Roseville Pw & Trestle Rd	A	0.25	A	0.22
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.32
120	Roseville Pw & Washington Bl	A	0.14	A	0.19
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.38
122	S Cirby Wy & Old Auburn Rd	B	0.63	B	0.66
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.30
124	Sierra College & Miners Ravine	A	0.44	A	0.37
125	Sierra College & Secret Ravine	A	0.46	A	0.46
126	Sierra College Bl & Eureka Rd	A	0.59	B	0.64
127	Sierra College Bl & Indigo Creek Apts	A	0.36	A	0.56
128	Sierra College Bl & Old Auburn Rd	B	0.61	D	0.82
129	Sierra College Bl & Olympus Dr	A	0.59	A	0.46
130	Stanford Ranch & Fairway	A	0.37	B	0.60
131	Stanford Ranch & Five Star	A	0.47	A	0.59
132	Stanford Ranch & Highland Park	A	0.31	A	0.36
133	Sunrise & Coloma	B	0.60	B	0.60
134	Sunrise & Sandringham/Kensington	A	0.48	A	0.55
135	Sunrise & Sun Tree/Kensington	A	0.53	B	0.65
136	Sunrise Av & Frances Dr	A	0.53	A	0.59
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.35
138	Washington & Diamond Oaks	A	0.51	C	0.71
139	Washington & Sawtell/Derek	A	0.26	A	0.44
140	Washington Bl & Hallissy Dr	A	0.42	A	0.21
141	Woodcreek Oaks & Baseline	B	0.60	B	0.65
142	Woodcreek Oaks & Canevari/Arsenault	A	0.57	A	0.52
143	Woodcreek Oaks & Horncastle	A	0.44	A	0.41
144	Woodcreek Oaks & McAnally	A	0.45	A	0.34
145	Woodcreek Oaks & Trailee	A	0.36	A	0.26
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.39
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.42
148	I-80 WB Off & Douglas Blvd	A	0.51	B	0.67
149	I-80 WB On & Atlantic St	A	0.29	A	0.41
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.56	D	0.85
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.62	C	0.78
152	I-80 WB Off & Riverside Ave	A	0.55	B	0.69
153	Stanford Ranch & Sr-65 N/B On	B	0.60	F	1.10
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	C	0.74

Table 3
Level of Service at Roseville Signalized Intersections
Existing Conditions

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
155	Taylor & Eureka I-80 EB Off	E	0.97	F	1.08
156	Fairway & Highland Park	A	0.12	A	0.27
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	B	0.69
P1	Riverside Av & Darling Wy	A	0.53	A	0.55
P2	Vernon & Douglas/Riverside	B	0.39	A	0.48
P3	Vernon & Grant	A	0.24	A	0.38
P4	Vernon & Judah	A	0.22	A	0.33
P5	Vernon & Lincoln	B	0.62	B	0.66
P6	Washington & Main	A	0.50	A	0.59
P7	Washington & Oak	A	0.35	A	0.52
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only					

Source: DKS Associates, 2008.

Table 4
Roseville Intersections Currently Operating at LOS D or Worse

<i>Intersection</i>		<i>Existing Conditions</i>			
		<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
13	Cirby & Sunrise	B	0.65	D	0.85
23	Cirby Wy & Vernon St	C	0.71	D	0.85
28	Douglas & Sunrise	B	0.60	E	0.91
36	Douglas Bl & Sierra College Bl	C	0.73	D	0.85
128	Sierra College Bl & Old Auburn Rd	B	0.61	D	0.82
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.56	D	0.85
153	Stanford Ranch & Sr-65 N/B On	B	0.60	F	1.10
155	Taylor & Eureka I-80 EB Off	E	0.97	F	1.08

Note: **BOLD** Locations do not meet LOS C Policy (p.m. peak hour only)
a.m. LOS for informational purposes only

Source: DKS Associates, 2008.

Table 5
Proposed Project Trip Generation

Land Use	Units	Units				Daily Trip Ends Per Unit	Daily Trip Ends			
		Existing	Proposed Project	Urban Reserve	Proposed Project Plus Urban Reserve		Existing	Proposed Project	Urban Reserve	Proposed Project Plus Urban Reserve
Single Family	DU's	-	4,767	1,286	6,053	9.0	-	42,903	11,574	54,477
Multi-Family		-	1,888	928	2,816	6.5	-	12,272	6,032	18,304
Total Residential		-	6,655	2,214	8,869		-	55,175	17,606	72,781
Commercial	KSF	-	1,718.0	508.8	2,226.8	35.0	-	60,130	17,808	77,938
Office		-	517.3	-	517.3	17.7	-	9,156	-	9,156
Church		-	45.7	-	45.7	9.3	-	425	-	425
School	Students	-	3,600	600	4,200	1.0	-	3,600	600	4,200
Park	Acres	-	89.9	18.0	107.9	2.2	-	198	40	237
Total Trips							-	128,684	36,054	164,738

Source: DKS Associates, 2009.

Table 6
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.35	A	0.34
2	Atlantic & Wills	A	0.46	A	0.46
3	Atlantic St & Yosemite St	A	0.43	A	0.43
4	Baseline Rd & Fiddymment Rd	B	0.67	C	0.81
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.24
6	Blue Oaks & Del Webb	A	0.14	A	0.16
7	Blue Oaks & Fiddymment	A	0.20	A	0.25
8	Blue Oaks & New Meadow	A	0.34	A	0.38
9	Blue Oaks & Orchard View	A	0.08	A	0.10
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.40
11	Blue Oaks Bl & Foothills Bl	B	0.64	B	0.66
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.55	A	0.56
13	Cirby & Sunrise	B	0.65	B	0.66
14	Cirby Wy & Foothills Bl	B	0.67	C	0.70
15	Cirby Wy & Melody Ln	A	0.48	A	0.49
16	Cirby Wy & Northridge Dr	A	0.58	B	0.60
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.48
18	Cirby Wy & Orlando Av	A	0.56	A	0.56
19	Cirby Wy & Parkview Dr	A	0.54	A	0.54
20	Cirby Wy & Riverside Av	C	0.78	C	0.80
21	Cirby Wy & Rocky Ridge Dr	B	0.61	B	0.61
22	Cirby Wy & San Simeon Dr	A	0.42	A	0.43
23	Cirby Wy & Vernon St	C	0.71	C	0.75
24	Douglas & Eureka	A	0.49	A	0.49
25	Douglas & Rocky Ridge	A	0.51	A	0.51
26	Douglas & Santa Clara	A	0.34	A	0.49
27	Douglas & Sierra Gardens	A	0.44	A	0.45
28	Douglas & Sunrise	B	0.60	B	0.61
29	Douglas & Target	A	0.34	A	0.38
30	Douglas Bl & E Roseville Pw	B	0.64	B	0.64
31	Douglas Bl & Folsom Rd	A	0.38	A	0.39
32	Douglas Bl & Harding Bl	A	0.47	A	0.50
33	Douglas Bl & Judah St	A	0.36	A	0.42

Table 6
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
34	Douglas Bl & Keehner Av	A	0.34	A	0.36
35	Douglas Bl & Park Dr	A	0.25	A	0.27
36	Douglas Bl & Sierra College Bl	C	0.73	C	0.73
37	Eureka & Lead Hill	A	0.36	A	0.37
38	Eureka & N. Sunrise	A	0.48	A	0.49
39	Eureka & Rocky Ridge	A	0.34	A	0.33
40	Eureka Rd & Ashland Dr	A	0.21	A	0.21
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.34
42	Fairway & Central Park/Lowes	A	0.24	A	0.24
43	Fairway & Cortina Circle	A	0.12	A	0.13
44	Fairway & Five Star	A	0.32	A	0.33
45	Fairway & Home Depot	A	0.38	A	0.38
46	Fairway & Target/Rosehall	A	0.43	A	0.43
47	Fiddymment & Del Webb/Village Green	A	0.26	A	0.33
48	Fiddymment & Hayden Pkwy (North)	A	0.10	A	0.11
49	Fiddymment & Hayden Pkwy (South)	A	0.22	A	0.25
50	Foothills & Baseline/Main	B	0.61	B	0.69
51	Foothills & Misty Wood/NEC	A	0.27	A	0.27
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.28
53	Foothills Bl & Atkinson Rd	B	0.67	B	0.69
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.21	A	0.20
55	Foothills Bl & HP (South)	A	0.24	A	0.27
56	Foothills Bl & Junction Bl	A	0.54	A	0.52
57	Foothills Bl & McAnally Dr	A	0.35	A	0.34
58	Foothills Bl & Pleasant Grove Bl	A	0.50	A	0.53
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.38
60	Foothills Bl & Vineyard Rd	A	0.41	A	0.44
61	Galleria & Antelope Creek	A	0.35	A	0.35
62	Galleria & Berry	A	0.52	A	0.54
63	Galleria & Roseville Pkwy	A	0.48	A	0.50
64	Harding & Wills	B	0.62	B	0.64
65	Harding Bl & Estates Dr	A	0.36	A	0.37
66	Harding Bl & Lead Hill Bl	A	0.40	A	0.40
67	Harding Bl & Roseville Square	A	0.28	A	0.29
68	Junction & Stonecrest/Magenta	A	0.28	A	0.29
69	Junction Bl & Americana Dr	A	0.35	A	0.41
70	Junction Bl & Baseline Rd	A	0.31	A	0.38
71	Junction Bl & Country Club Dr	A	0.48	A	0.48
72	Junction Bl & Park Regency Dr	A	0.30	A	0.34

Table 6
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
73	Junction Bl & Porter Dr	A	0.31	A	0.34
74	Junction Bl & Revere Dr	A	0.26	A	0.32
75	Junction Bl & Washington Bl	A	0.40	A	0.41
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	A	0.25
77	Lead Hill Bl & N Sunrise Av	A	0.47	A	0.51
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.36
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.17
80	N Sunrise Av & Automall Dr	A	0.37	A	0.37
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.13
82	N. Sunrise & Sierra Gardens	A	0.37	A	0.38
83	Olympus Dr & Europa St	A	0.12	A	0.12
84	PFE & Hilltop	A	0.37	A	0.36
85	Pleasant Grove & Fairway	A	0.37	A	0.34
86	Pleasant Grove & Fiddymment	A	0.34	A	0.57
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	A	0.55
88	Pleasant Grove & Highland Park	A	0.23	A	0.22
89	Pleasant Grove & Market	A	0.04	A	0.20
90	Pleasant Grove & Michener	A	0.25	A	0.44
91	Pleasant Grove & Monument	A	0.06	A	0.08
92	Pleasant Grove & Rose Creek	A	0.19	A	0.39
93	Pleasant Grove & Roseville Pkwy	A	0.43	A	0.50
94	Pleasant Grove & Sun City	A	0.20	A	0.40
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	A	0.39
96	Pleasant Grove & Washington	A	0.56	B	0.61
97	Pleasant Grove Bl & Country Club Dr	A	0.34	A	0.38
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.58
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.43
100	Rocky Ridge Dr & McLaren Dr	A	0.41	A	0.41
101	Rocky Ridge Dr & Professional Dr	A	0.48	A	0.48
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.11
103	Roseville Parkway & Chase	A	0.43	A	0.49
104	Roseville Parkway & Creekside Ridge	A	0.39	A	0.41
105	Roseville Parkway & Gibson	A	0.39	A	0.45
106	Roseville Parkway & N. Sunrise	A	0.49	A	0.49
107	Roseville Parkway & Reserve	A	0.42	A	0.48
108	Roseville Parkway & Secret Ravine	A	0.37	A	0.37
109	Roseville Parkway & Taylor	A	0.59	B	0.60
110	Roseville Parkway & West Mall	A	0.38	A	0.43
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.41

Table 6
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

<i>Intersection</i>		<i>Scenario</i>			
		<i>Existing Conditions</i>		<i>Existing Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
112	Roseville Pw & Eureka Rd	A	0.33	A	0.33
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	A	0.49
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.35
115	Roseville Pw & Olympus Dr	A	0.51	A	0.51
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.38
117	Roseville Pw & Sierra College Bl	B	0.68	B	0.68
118	Roseville Pw & Trestle Rd	A	0.25	A	0.25
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.26
120	Roseville Pw & Washington Bl	A	0.14	A	0.15
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.36
122	S Cirby Wy & Old Auburn Rd	B	0.63	B	0.63
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.26
124	Sierra College & Miners Ravine	A	0.44	A	0.44
125	Sierra College & Secret Ravine	A	0.46	A	0.46
126	Sierra College Bl & Eureka Rd	A	0.59	A	0.59
127	Sierra College Bl & Indigo Creek Apts	A	0.36	A	0.36
128	Sierra College Bl & Old Auburn Rd	B	0.61	B	0.61
129	Sierra College Bl & Olympus Dr	A	0.59	A	0.58
130	Stanford Ranch & Fairway	A	0.37	A	0.40
131	Stanford Ranch & Five Star	A	0.47	A	0.49
132	Stanford Ranch & Highland Park	A	0.31	A	0.34
133	Sunrise & Coloma	B	0.60	A	0.59
134	Sunrise & Sandringham/Kensington	A	0.48	A	0.48
135	Sunrise & Sun Tree/Kensington	A	0.53	A	0.53
136	Sunrise Av & Frances Dr	A	0.53	A	0.53
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.32
138	Washington & Diamond Oaks	A	0.51	A	0.50
139	Washington & Sawtell/Derek	A	0.26	A	0.26
140	Washington Bl & Hallissy Dr	A	0.42	A	0.42
141	Woodcreek Oaks & Baseline	B	0.60	D	0.85
142	Woodcreek Oaks & Canevari/Arsenault	A	0.57	A	0.58
143	Woodcreek Oaks & Horncastle	A	0.44	A	0.44
144	Woodcreek Oaks & McAnally	A	0.45	A	0.44
145	Woodcreek Oaks & Trailee	A	0.36	A	0.30
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.43
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.36
148	I-80 WB Off & Douglas Blvd	A	0.51	A	0.51
149	I-80 WB On & Atlantic St	A	0.29	A	0.29
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.56	A	0.48

Table 6
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.62	A	0.46
152	I-80 WB Off & Riverside Ave	A	0.55	A	0.56
153	Stanford Ranch & Sr-65 N/B On	B	0.60	B	0.63
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	A	0.39
155	Taylor & Eureka I-80 EB Off	E	0.97	E	0.97
156	Fairway & Highland Park	A	0.12	A	0.12
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	A	0.55
Signalized Intersections Added with Sierra Vista					
165	Fiddymment Rd & Westhills Dr	n/a		A	0.40
167	Fiddymment Rd & Westlake Dr	n/a		A	0.28
177	Watt Ave & Pleasant Grove Blvd	n/a		n/a	
178	Watt Ave & Road A	n/a		A	0.17
179	Watt Ave & Road B	n/a		A	0.13
180	Watt Ave & Baseline Rd	n/a		A	0.37
181	West Side Dr & Road A	n/a		A	0.26
182	West Side Dr & Road B	n/a		A	0.28
183	West Side Dr & Baseline Rd	n/a		B	0.65
184	Market St & Road B	n/a		A	0.26
185	Market St & Baseline Rd	n/a		A	0.51
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.17
187	Upland Dr & Road B	n/a		A	0.30
188	Upland Dr & Baseline Rd	n/a		A	0.54
189	Baseline Rd & CMU4 Entrance	n/a		A	0.39
190	West Side Dr & SV EW Coll	n/a		A	0.31
191	Road B & SV NS Coll 3	n/a		A	0.12
192	Road B & SV NS Coll 5	n/a		A	0.25
193	Watt Ave & SV CC5 CC6	n/a		A	0.08
194	Watt Ave & SV EW Coll	n/a		A	0.26
195	Road B & SV NS Coll 2	n/a		A	0.07
196	West Side Dr & SV EW Coll	n/a		A	0.11
197	Baseline Rd & SV CC7	n/a		A	0.61
198	Baseline Rd & SV CCBP2	n/a		A	0.31
199	Baseline Rd & SV CC9	n/a		A	0.48
Intersections in Urban Reserve Areas					
200	Watt Ave & Road C	n/a		n/a	
201	West Side Dr & Road C	n/a		n/a	
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		n/a	

Table 6
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.53	A	0.52
P2	Vernon & Douglas/Riverside	B	0.39	A	0.42
P3	Vernon & Grant	A	0.24	A	0.27
P4	Vernon & Judah	A	0.22	A	0.23
P5	Vernon & Lincoln	n/a		n/a	
P6	Washington & Main	A	0.50	A	0.54
P7	Washington & Oak	A	0.35	A	0.35
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only					

Source: DKS Associates, 2008.

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.36	A	0.37
2	Atlantic & Wills	A	0.49	A	0.46
3	Atlantic St & Yosemite St	A	0.50	A	0.50
4	Baseline Rd & Fiddymment Rd	C	0.80	D	0.89
5	Blue Oaks & Crocker Ranch	A	0.23	A	0.23
6	Blue Oaks & Del Webb	A	0.16	A	0.17
7	Blue Oaks & Fiddymment	A	0.18	A	0.25
8	Blue Oaks & New Meadow	A	0.38	A	0.39
9	Blue Oaks & Orchard View	A	0.09	A	0.12
10	Blue Oaks Bl & Diamond Creek Bl	A	0.30	A	0.35
11	Blue Oaks Bl & Foothills Bl	A	0.58	B	0.61
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.41	A	0.41
13	Cirby & Sunrise	D	0.85	D	0.86
14	Cirby Wy & Foothills Bl	B	0.68	C	0.72
15	Cirby Wy & Melody Ln	B	0.68	C	0.72
16	Cirby Wy & Northridge Dr	B	0.65	B	0.68
17	Cirby Wy & Oak Ridge Dr	A	0.53	A	0.54
18	Cirby Wy & Orlando Av	C	0.74	C	0.76
19	Cirby Wy & Parkview Dr	A	0.46	A	0.46
20	Cirby Wy & Riverside Av	C	0.78	C	0.81
21	Cirby Wy & Rocky Ridge Dr	C	0.73	C	0.73
22	Cirby Wy & San Simeon Dr	A	0.53	A	0.54
23	Cirby Wy & Vernon St	D	0.85	D	0.85
24	Douglas & Eureka	A	0.57	A	0.57
25	Douglas & Rocky Ridge	C	0.74	C	0.75
26	Douglas & Santa Clara	C	0.71	C	0.71
27	Douglas & Sierra Gardens	C	0.72	C	0.73
28	Douglas & Sunrise	E	0.91	E	0.91
29	Douglas & Target	A	0.48	B	0.62
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.76
31	Douglas Bl & Folsom Rd	A	0.50	A	0.52
32	Douglas Bl & Harding Bl	C	0.73	C	0.74
33	Douglas Bl & Judah St	A	0.49	A	0.49

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
34	Douglas Bl & Keehner Av	A	0.33	A	0.33
35	Douglas Bl & Park Dr	A	0.29	A	0.29
36	Douglas Bl & Sierra College Bl	D	0.85	D	0.86
37	Eureka & Lead Hill	A	0.41	A	0.40
38	Eureka & N. Sunrise	B	0.66	B	0.67
39	Eureka & Rocky Ridge	C	0.70	B	0.64
40	Eureka Rd & Ashland Dr	A	0.18	A	0.18
41	Eureka Rd & Deer Valley Apts	A	0.30	A	0.30
42	Fairway & Central Park/Lowes	A	0.38	A	0.41
43	Fairway & Cortina Circle	A	0.24	A	0.26
44	Fairway & Five Star	A	0.31	A	0.32
45	Fairway & Home Depot	A	0.32	A	0.33
46	Fairway & Target/Rosehall	A	0.31	A	0.28
47	Fiddymment & Del Webb/Village Green	A	0.20	A	0.29
48	Fiddymment & Hayden Pkwy (North)	A	0.09	A	0.11
49	Fiddymment & Hayden Pkwy (South)	A	0.20	A	0.25
50	Foothills & Baseline/Main	C	0.70	C	0.81
51	Foothills & Misty Wood/NEC	A	0.23	A	0.24
52	Foothills Bl & Albertsons Dr	A	0.22	A	0.27
53	Foothills Bl & Atkinson Rd	C	0.72	C	0.74
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.25	A	0.24
55	Foothills Bl & HP (South)	A	0.34	A	0.42
56	Foothills Bl & Junction Bl	C	0.74	C	0.75
57	Foothills Bl & McAnally Dr	A	0.54	A	0.58
58	Foothills Bl & Pleasant Grove Bl	B	0.67	C	0.71
59	Foothills Blvd & Rand/Pilgrims	A	0.43	A	0.42
60	Foothills Bl & Vineyard Rd	A	0.55	A	0.58
61	Galleria & Antelope Creek	A	0.54	A	0.53
62	Galleria & Berry	A	0.49	A	0.49
63	Galleria & Roseville Pkwy	C	0.81	D	0.82
64	Harding & Wills	A	0.47	A	0.48
65	Harding Bl & Estates Dr	A	0.50	A	0.52
66	Harding Bl & Lead Hill Bl	B	0.60	B	0.60
67	Harding Bl & Roseville Square	A	0.49	A	0.50
68	Junction & Stonecrest/Magenta	A	0.15	A	0.17
69	Junction Bl & Americana Dr	A	0.26	A	0.29
70	Junction Bl & Baseline Rd	A	0.46	A	0.48
71	Junction Bl & Country Club Dr	A	0.33	A	0.36
72	Junction Bl & Park Regency Dr	A	0.19	A	0.19

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

<i>Intersection</i>		<i>Scenario</i>			
		<i>Existing Conditions</i>		<i>Existing Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
73	Junction Bl & Porter Dr	A	0.32	A	0.35
74	Junction Bl & Revere Dr	A	0.26	A	0.29
75	Junction Bl & Washington Bl	B	0.61	B	0.65
76	Junction Bl & Woodcreek Oaks Bl	A	0.31	A	0.22
77	Lead Hill Bl & N Sunrise Av	C	0.80	C	0.80
78	Lead Hill Bl & Rocky Ridge Dr	A	0.54	A	0.54
79	Lead Hill Bl & Wal-Mart	A	0.33	A	0.33
80	N Sunrise Av & Automall Dr	A	0.51	A	0.51
81	N Sunrise Av & Stone Point Dr	A	0.21	A	0.22
82	N. Sunrise & Sierra Gardens	B	0.60	B	0.60
83	Olympus Dr & Europa St	A	0.11	A	0.12
84	PFE & Hilltop	A	0.30	A	0.29
85	Pleasant Grove & Fairway	B	0.68	C	0.72
86	Pleasant Grove & Fiddymment	A	0.27	A	0.52
87	Pleasant Grove & Gold Coast/Hallissy	A	0.52	A	0.55
88	Pleasant Grove & Highland Park	A	0.41	A	0.44
89	Pleasant Grove & Market	A	0.04	A	0.27
90	Pleasant Grove & Michener	A	0.30	A	0.51
91	Pleasant Grove & Monument	A	0.06	A	0.08
92	Pleasant Grove & Rose Creek	A	0.30	A	0.52
93	Pleasant Grove & Roseville Pkwy	C	0.72	B	0.65
94	Pleasant Grove & Sun City	A	0.23	A	0.46
95	Pleasant Grove & Wal-Mart/Highland Pointe	B	0.68	C	0.75
96	Pleasant Grove & Washington	B	0.69	C	0.70
97	Pleasant Grove Bl & Country Club Dr	A	0.36	A	0.40
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.54	C	0.72
99	Rocky Ridge Dr & Maidu Dr	A	0.49	A	0.49
100	Rocky Ridge Dr & McLaren Dr	A	0.42	A	0.42
101	Rocky Ridge Dr & Professional Dr	B	0.62	B	0.62
102	Rocky Ridge Dr & Stone Point Dr	A	0.15	A	0.15
103	Roseville Parkway & Chase	A	0.45	A	0.49
104	Roseville Parkway & Creekside Ridge	B	0.63	B	0.63
105	Roseville Parkway & Gibson	A	0.44	A	0.45
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.75
107	Roseville Parkway & Reserve	A	0.46	A	0.47
108	Roseville Parkway & Secret Ravine	A	0.59	B	0.60
109	Roseville Parkway & Taylor	B	0.66	B	0.68
110	Roseville Parkway & West Mall	A	0.56	A	0.58
111	Roseville Pw & Alexandra Dr	A	0.53	A	0.54

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

<i>Intersection</i>		<i>Scenario</i>			
		<i>Existing Conditions</i>		<i>Existing Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
112	Roseville Pw & Eureka Rd	B	0.62	B	0.63
113	Roseville Pw & Lead Hill/Orvietto	A	0.48	A	0.49
114	Roseville Pw & N Cirby Wy	A	0.45	A	0.44
115	Roseville Pw & Olympus Dr	A	0.59	B	0.60
116	Roseville Pw & Rocky Ridge Dr	A	0.48	A	0.48
117	Roseville Pw & Sierra College Bl	C	0.79	C	0.80
118	Roseville Pw & Trestle Rd	A	0.22	A	0.24
119	Roseville Pw & Village/Slate Creek	A	0.32	A	0.33
120	Roseville Pw & Washington Bl	A	0.19	A	0.17
121	S Cirby Wy & Champion Oaks Dr	A	0.38	A	0.38
122	S Cirby Wy & Old Auburn Rd	B	0.66	B	0.67
123	Secret Ravine & Scarborough/ Poppy Field	A	0.30	A	0.30
124	Sierra College & Miners Ravine	A	0.37	A	0.37
125	Sierra College & Secret Ravine	A	0.46	A	0.46
126	Sierra College Bl & Eureka Rd	B	0.64	B	0.65
127	Sierra College Bl & Indigo Creek Apts	A	0.56	A	0.56
128	Sierra College Bl & Old Auburn Rd	D	0.82	D	0.82
129	Sierra College Bl & Olympus Dr	A	0.46	A	0.46
130	Stanford Ranch & Fairway	B	0.60	B	0.60
131	Stanford Ranch & Five Star	A	0.59	B	0.61
132	Stanford Ranch & Highland Park	A	0.36	A	0.39
133	Sunrise & Coloma	B	0.60	B	0.60
134	Sunrise & Sandringham/Kensington	A	0.55	A	0.56
135	Sunrise & Sun Tree/Kensington	B	0.65	B	0.66
136	Sunrise Av & Frances Dr	A	0.59	A	0.59
137	Sunrise Av & Oak Ridge Dr	A	0.35	A	0.35
138	Washington & Diamond Oaks	C	0.71	B	0.69
139	Washington & Sawtell/Derek	A	0.44	A	0.44
140	Washington Bl & Hallissy Dr	A	0.21	A	0.21
141	Woodcreek Oaks & Baseline	B	0.65	E	0.94
142	Woodcreek Oaks & Canevari/Arsenault	A	0.52	A	0.53
143	Woodcreek Oaks & Horncastle	A	0.41	A	0.40
144	Woodcreek Oaks & McAnally	A	0.34	A	0.27
145	Woodcreek Oaks & Trailee	A	0.26	A	0.21
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.39	A	0.47
147	Washington Blvd & Blue Oaks Blvd	A	0.42	A	0.44
148	I-80 WB Off & Douglas Blvd	B	0.67	B	0.67
149	I-80 WB On & Atlantic St	A	0.41	A	0.40
150	SR 65 N/B Off & Pleasant Grove Blvd	D	0.85	D	0.82

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.78	A	0.59
152	I-80 WB Off & Riverside Ave	B	0.69	C	0.70
153	Stanford Ranch & Sr-65 N/B On	F	1.10	F	1.11
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.74	C	0.77
155	Taylor & Eureka I-80 EB Off	F	1.08	F	1.06
156	Fairway & Highland Park	A	0.27	A	0.28
157	I-80 EB Off/Orlando & Riverside Ave	B	0.69	C	0.70
Signalized Intersections Added with Sierra Vista					
165	Fiddymment Rd & Westhills Dr	n/a		A	0.43
167	Fiddymment Rd & Westlake Dr	n/a		A	0.28
177	Watt Ave & Pleasant Grove Blvd	n/a		n/a	
178	Watt Ave & Road A	n/a		A	0.16
179	Watt Ave & Road B	n/a		A	0.11
180	Watt Ave & Baseline Rd	n/a		A	0.33
181	West Side Dr & Road A	n/a		A	0.24
182	West Side Dr & Road B	n/a		A	0.30
183	West Side Dr & Baseline Rd	n/a		A	0.53
184	Market St & Road B	n/a		A	0.23
185	Market St & Baseline Rd	n/a		A	0.56
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.12
187	Upland Dr & Road B	n/a		A	0.25
188	Upland Dr & Baseline Rd	n/a		A	0.56
189	Baseline Rd & CMU4 Entrance	n/a		A	0.48
190	West Side Dr & SV EW Coll	n/a		A	0.33
191	Road B & SV NS Coll 3	n/a		A	0.13
192	Road B & SV NS Coll 5	n/a		A	0.20
193	Watt Ave & SV CC5 CC6	n/a		A	0.07
194	Watt Ave & SV EW Coll	n/a		A	0.16
195	Road B & SV NS Coll 2	n/a		A	0.04
196	West Side Dr & SV EW Coll	n/a		A	0.09
197	Baseline Rd & SV CC7	n/a		B	0.63
198	Baseline Rd & SV CCBP2	n/a		A	0.44
199	Baseline Rd & SV CC9	n/a		B	0.67
Intersections in Urban Reserve Areas					
200	Watt Ave & Road C	n/a		n/a	
201	West Side Dr & Road C	n/a		n/a	
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		n/a	

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.55	A	0.55
P2	Vernon & Douglas/Riverside	A	0.48	A	0.50
P3	Vernon & Grant	A	0.38	A	0.38
P4	Vernon & Judah	A	0.33	A	0.35
P5	Vernon & Lincoln	B	0.66	B	0.66
P6	Washington & Main	A	0.59	B	0.63
P7	Washington & Oak	A	0.52	A	0.55
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only					

Source: DKS Associates, 2008.

Table 8
Roseville Intersections with Degraded Level of Service
Existing Plus Proposed Project Scenario

Intersection		Scenario			
		Existing Conditions		Existing Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
141	Woodcreek Oaks & Baseline	B	0.60	D	0.85
PM Peak Hour					
4	Baseline Rd & Fiddymment Rd	C	0.80	D	0.89
63	Galleria & Roseville Pkwy	C	0.81	D	0.82
141	Woodcreek Oaks & Baseline	B	.65	E	0.94
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) Shaded Locations Indicate Significant LOS Impact a.m. LOS for informational purposes only					

Source: DKS Associates, 2009.

Table 9
Recommended Intersection Mitigation Measures
Existing Plus Proposed Project

Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
Woodcreek Oaks & Baseline	Mitigation measure 1: Pay fair share costs for intersections improvements identified in the City's current CIP	D	A
PM Peak Hour			
Baseline Rd & Fiddymment Rd	Mitigation measure 1: Implement intersection improvements identified in the City's current CIP	D	A
Galleria & Roseville Pkwy		D	B
Woodcreek Oaks & Baseline		E	A

Source: DKS Associates, 2009.

Table 10
Level of Service at Placer County Intersections
Existing Plus Proposed Project Scenario

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C or Delay	LOS	V/C or Delay
AM Peak Hour					
Watt Ave & Baseline Rd	D	A	0.51	n/a	
Locust & Baseline	D	C	24.6 sec	F	91.5 sec
Watt Ave & PFE Rd	C	C	20.8 sec	F	259.5 sec
Walerga Rd & PFE Rd	C	E	0.98	F	1.03
West Side & Baseline	D	n/a		n/a	
Market Street & Baseline	D	n/a		n/a	
PM Peak Hour					
Watt Ave & Baseline Rd	D	D	0.86	n/a	
Locust & Baseline	D	E	47.2 sec	F	129.8 sec
Watt Ave & PFE Rd	C	C	16.5 sec	F	246.9 sec
Walerga Rd & PFE Rd	C	D	0.84	E	0.94
West Side & Baseline	D	n/a		n/a	
Market Street & Baseline	D	n/a		n/a	
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact V/C for Signalized Intersections, Average Intersection Delay for Stop Signs					

Source: DKS Associates, 2009.

Table 11
Recommended Mitigation Measures at Placer County Intersections
Existing Plus Proposed Project Scenario

Intersection Mitigation	LOS Standard	Existing Plus Project Conditions			
		Without Mitigation		With Mitigation	
		LOS	V/C or Delay	LOS	V/C or Delay
AM Peak Hour					
Locust & Baseline - add second W/B through lane	D	F	91.5 sec	C	15.2 sec
Pleasant Grove S & Riego - add second W/B through lane	D	F	93.9 sec	C	16.2 sec
Watt Ave & PFE Rd - signalize intersection	C	F	259.5 sec	C or better	
Walerga Rd & PFE Rd - add second N/B & S/B through lanes	C	F	1.03	C	0.71
PM Peak Hour					
Locust & Baseline - add second E/B through lane	D	F	129.8 sec	C	20.7 sec
Pleasant Grove N & Riego - add second E/B through lane	D	F	51.6 sec	B	14.1 sec
Pleasant Grove S & Riego - add second E/B through lane	D	F	87.7 sec	C	19.6 sec
Watt Ave & PFE Rd - signalize intersection	C	F	246.9 sec	C or better	
Walerga Rd & PFE Rd - add second N/B & S/B through lanes	C	F	129.8 sec	A	0.59
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact V/C for Signalized Intersections, Average Intersection Delay for Stop Signs					

Table 12
Level of Service at Placer County Roadway Segments
Existing Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Scenario			
			Existing Conditions		Existing Plus Project	
			ADT	LOS	ADT	LOS
Baseline Rd W/O Sierra Vista SP	D	2	9,700	A	16,600	E
Watt Ave S/O Baseline	D	2	5,700	A	18,000	F
Walerga Rd S/O Baseline	D	2	16,100	D	19,200	F
PFE E/O Watt Ave	C	2	3,900	A	4,800	A
Fiddymment Rd S/O Athens	C	2	6,100	A	7,400	A
Notes: BOLD Locations Do Not Meet LOS Policy (LOS C or better) Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 13
Level of Service at Sacramento County Intersections
Existing Plus Proposed Project Scenario

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
Watt Ave & Elverta Rd	E	A	0.47	A	0.56
Walerga Rd & Elverta Rd	E	C	0.76	C	0.74
Watt Ave & Antelope Rd	E	C	0.76	C	0.77
Walerga Rd & Antelope Rd	E	B	0.63	B	0.62
Watt Ave & Elkhorn	E	B	0.69	C	0.70
Walerga Rd & Elkhorn	E	B	0.62	B	0.61
PM Peak Hour					
Watt Ave & Elverta Rd	E	B	0.62	B	0.62
Walerga Rd & Elverta Rd	E	C	0.70	C	0.72
Watt Ave & Antelope Rd	E	C	0.79	D	0.82
Walerga Rd & Antelope Rd	E	D	0.87	D	0.87
Watt Ave & Elkhorn	E	B	0.69	C	0.74
Walerga Rd & Elkhorn	E	C	0.80	D	0.81
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact					

Source: DKS Associates, 2009.

Table 14
Level of Service at Sacramento County Roadway Segments
Existing Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Scenario			
			Existing Conditions		Existing Plus Project	
			ADT	LOS	ADT	LOS
Watt Ave S/O PFE	E	2	16,300	E	29,000	F
Watt Ave S/O Elverta	E	4	25,700	C	30,300	D
Watt Ave S/O Antelope	E	4	28,400	C	31,800	D
Watt Ave S/O Elkhorn	E	4	32,600	E	35,800	E
Walerga Rd S/O PFE	E	4	23,300	B	25,800	C
Walerga Rd S/O Elverta	E	4	35,800	E	35,600	E
Walerga Rd S/O Antelope	E	4	31,800	D	32,700	E
Walerga Rd S/O Elkhorn	E	4	29,300	D	28,700	C
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 15
Level of Service at Sutter County Intersections
Existing Plus Proposed Project Scenario

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C or Delay	LOS	V/C or Delay
AM Peak Hour					
Pleasant Grove N & Riego	D	C	21.4 sec	D	34.0 sec
Pleasant Grove S & Riego	D	C	21.2 sec	F	93.9 sec
PM Peak Hour					
Pleasant Grove N & Riego	D	D	27.7 sec	F	51.6 sec
Pleasant Grove S & Riego	D	E	35.0 sec	F	87.7 sec
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact V/C for Signalized Intersections, Average Intersection Delay for Stop Signs					

Table 16
Level of Service at Sutter County Roadway Segments
Existing Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Scenario			
			Existing Conditions		Existing Plus Project	
			ADT	LOS	ADT	LOS
Riego Rd E/O SR 70-99	D	2	8,100	C	11,600	C
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 17
Level of Service at Rocklin Roadway Segments
Existing Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Scenario			
			Existing Conditions		Existing Plus Project	
			ADT	LOS	ADT	LOS
Lonetree Blvd north of Blue Oaks Blvd	D*	4	21,700	B	21,600	B
Blue Oaks Blvd at Roseville City Limit	D*	4	10,800	A	11,100	A
Pleasant Grove Blvd at Roseville City Limit	C	4	20,600	A	19,700	A
Stanford Ranch Rd at Roseville City Limit	C	4	23,600	B	24,800	B
Notes: * Within ½ Mile of Freeway Ramp BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 18
Level of Service at Signalized Highway Ramp Intersections
Existing Plus Proposed Project Scenario

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.61	A	0.43
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.34	A	0.36
I-80 WB Off & Douglas Blvd	E	A	0.51	A	0.51
I-80 WB On & Atlantic St	E	A	0.29	A	0.29
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.56	A	0.48
SR 65 S/B Off & Pleasant Grove Blvd	E	B	0.62	A	0.46
I-80 WB Off & Riverside Ave	E	A	0.55	A	0.56
SR 65 N/B On & Stanford Ranch/Galleria	E	B	0.60	B	0.63
SR 65 S/B On & Stanford Ranch/Galleria	E	A	0.34	A	0.39
I-80 E/B Off & Taylor/Eureka	E	E	0.97	E	0.97
I-80 EB Off/Orlando & Riverside Ave	E	A	0.54	A	0.55
SR 70/99 & Riego Rd	E	E	0.94	D	0.93
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.39	A	0.47
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.42	A	0.44
I-80 WB Off & Douglas Blvd	E	B	0.67	B	0.67
I-80 WB On & Atlantic St	E	A	0.41	A	0.40
SR 65 N/B Off & Pleasant Grove Blvd	E	D	0.85	D	0.82
SR 65 S/B Off & Pleasant Grove Blvd	E	C	0.78	A	0.59
I-80 WB Off & Riverside Ave	E	B	0.69	C	0.70
SR 65 N/B On & Stanford Ranch/Galleria	E	F	1.10	F	1.11
SR 65 S/B On & Stanford Ranch/Galleria	E	C	0.74	C	0.77
I-80 E/B Off & Taylor/Eureka	E	F	1.08	F	1.06
I-80 EB Off/Orlando & Riverside Ave	E	B	0.69	C	0.70
SR 70/99 & Riego Rd	E	D	0.85	D	0.87
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact					

Source: DKS Associates, 2009.

Table 19
Average Daily Traffic Volumes and LOS on State Highways
Existing Plus Proposed Project

Facility	Segment	Lanes	Existing Conditions		Existing Plus Project		
			ADT	LOS	ADT	LOS	% Change
I-80	Sacramento County line to Riverside Ave	8	170,000	F	171,100	F	+0.65%
	Riverside Avenue to Douglas Blvd	6	160,000	F	160,600	F	+0.38%
	Douglas Blvd to Eureka Rd	6	159,000	F	159,200	F	+0.13%
	Eureka Rd to Taylor Rd	8	167,000	F	166,600	F	-0.24%
	Taylor Rd to SR 65	8	157,000	E	156,200	E	-0.51%
SR 65	I-80 to Galleria Blvd	4	108,000	F	107,700	F	-0.28%
	Galleria Blvd to Pleasant Grove Blvd	4	96,000	F	93,700	F	-2.40%
	Pleasant Grove Blvd to Blue Oaks Blvd	4	82,000	F	81,200	F	-0.98%
	Blue Oaks Blvd to Sunset Blvd	4	69,000	D	68,500	D	-0.72%
SR 70/99	Sankey Rd to Riego Rd	4	34,000	A	34,200	A	+0.59%
	Riego Rd to Elverta Rd	4	39,500	B	43,500	B	+10.13%
	Elverta Rd to Elkhorn Blvd	4	44,000	B	47,200	B	+7.27%

Notes:
 Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x
 Highway segments operating at LOS F are **BOLD**.
 Impacts are **Shaded**
 Volumes Exclude Carpool Lanes

Source: DKS Associates, 2009

Table 20
Level of Service at Roseville Intersections
2025 CIP Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		Existing Conditions		2025 CIP Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.35	A	0.43
2	Atlantic & Wills	A	0.46	C	0.75
3	Atlantic St & Yosemite St	A	0.43	A	0.54
4	Baseline Rd & Fiddymment Rd	B	0.67	F	1.01
5	Blue Oaks & Crocker Ranch	A	0.22	C	0.77
6	Blue Oaks & Del Webb	A	0.14	A	0.50
7	Blue Oaks & Fiddymment	A	0.20	C	0.74
8	Blue Oaks & New Meadow	A	0.34	C	0.81
9	Blue Oaks & Orchard View	A	0.08	A	0.51
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	C	0.75
11	Blue Oaks Bl & Foothills Bl	B	0.64	F	1.02
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.55	E	0.95
13	Cirby & Sunrise	B	0.65	E	0.92
14	Cirby Wy & Foothills Bl	B	0.67	E	0.95
15	Cirby Wy & Melody Ln	A	0.48	A	0.54
16	Cirby Wy & Northridge Dr	A	0.58	C	0.77
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.55
18	Cirby Wy & Orlando Av	A	0.56	E	0.94
19	Cirby Wy & Parkview Dr	A	0.54	B	0.60
20	Cirby Wy & Riverside Av	C	0.78	F	1.03
21	Cirby Wy & Rocky Ridge Dr	B	0.61	A	0.43
22	Cirby Wy & San Simeon Dr	A	0.42	B	0.60
23	Cirby Wy & Vernon St	C	0.71	E	0.99
24	Douglas & Eureka	A	0.49	A	0.53
25	Douglas & Rocky Ridge	A	0.51	B	0.61
26	Douglas & Santa Clara	A	0.34	A	0.56
27	Douglas & Sierra Gardens	A	0.44	A	0.52
28	Douglas & Sunrise	B	0.60	C	0.70
29	Douglas & Target	A	0.34	A	0.43
30	Douglas Bl & E Roseville Pw	B	0.64	C	0.75
31	Douglas Bl & Folsom Rd	A	0.38	A	0.48
32	Douglas Bl & Harding Bl	A	0.47	B	0.64
33	Douglas Bl & Judah St	A	0.36	A	0.30
34	Douglas Bl & Keehner Av	A	0.34	A	0.50
35	Douglas Bl & Park Dr	A	0.25	A	0.36
36	Douglas Bl & Sierra College Bl	C	0.73	C	0.75
37	Eureka & Lead Hill	A	0.36	A	0.47

Table 20
Level of Service at Roseville Intersections
2025 CIP Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		Existing Conditions		2025 CIP Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
38	Eureka & N. Sunrise	A	0.48	A	0.57
39	Eureka & Rocky Ridge	A	0.34	A	0.54
40	Eureka Rd & Ashland Dr	A	0.21	A	0.37
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.37
42	Fairway & Central Park/Lowes	A	0.24	A	0.44
43	Fairway & Cortina Circle	A	0.12	A	0.28
44	Fairway & Five Star	A	0.32	A	0.40
45	Fairway & Home Depot	A	0.38	A	0.51
46	Fairway & Target/Rosehall	A	0.43	A	0.58
47	Fiddymment & Del Webb/Village Green	A	0.26	B	0.62
48	Fiddymment & Hayden Pkwy (North)	A	0.10	A	0.48
49	Fiddymment & Hayden Pkwy (South)	A	0.22	A	0.58
50	Foothills & Baseline/Main	B	0.61	D	0.90
51	Foothills & Misty Wood/NEC	A	0.27	A	0.58
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.53
53	Foothills Bl & Atkinson Rd	B	0.67	A	0.50
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.21	C	0.77
55	Foothills Bl & HP (South)	A	0.24	C	0.74
56	Foothills Bl & Junction Bl	A	0.54	C	0.74
57	Foothills Bl & McAnally Dr	A	0.35	A	0.56
58	Foothills Bl & Pleasant Grove Bl	A	0.50	D	0.85
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.53
60	Foothills Bl & Vineyard Rd	A	0.41	B	0.64
61	Galleria & Antelope Creek	A	0.35	A	0.43
62	Galleria & Berry	A	0.52	B	0.65
63	Galleria & Roseville Pkwy	A	0.48	C	0.79
64	Harding & Wills	B	0.62	B	0.63
65	Harding Bl & Estates Dr	A	0.36	A	0.45
66	Harding Bl & Lead Hill Bl	A	0.40	C	0.70
67	Harding Bl & Roseville Square	A	0.28	A	0.34
68	Junction & Stonecrest/Magenta	A	0.28	A	0.55
69	Junction Bl & Americana Dr	A	0.35	A	0.45
70	Junction Bl & Baseline Rd	A	0.31	B	0.61
71	Junction Bl & Country Club Dr	A	0.48	C	0.70
72	Junction Bl & Park Regency Dr	A	0.30	B	0.61
73	Junction Bl & Porter Dr	A	0.31	A	0.54
74	Junction Bl & Revere Dr	A	0.26	A	0.41
75	Junction Bl & Washington Bl	A	0.40	A	0.52
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	B	0.65

Table 20
Level of Service at Roseville Intersections
2025 CIP Conditions –AM Peak Hour

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>Existing Conditions</i>		<i>2025 CIP Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
77	Lead Hill Bl & N Sunrise Av	A	0.47	A	0.52
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.43
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.25
80	N Sunrise Av & Automall Dr	A	0.37	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.44
82	N. Sunrise & Sierra Gardens	A	0.37	A	0.48
83	Olympus Dr & Europa St	A	0.12	A	0.12
84	PFE & Hilltop	A	0.37	A	0.30
85	Pleasant Grove & Fairway	A	0.37	A	0.56
86	Pleasant Grove & Fiddymment	A	0.34	C	0.73
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	B	0.68
88	Pleasant Grove & Highland Park	A	0.23	A	0.34
89	Pleasant Grove & Market	A	0.04	A	0.29
90	Pleasant Grove & Michener	A	0.25	A	0.54
91	Pleasant Grove & Monument	A	0.06	A	0.30
92	Pleasant Grove & Rose Creek	A	0.19	A	0.50
93	Pleasant Grove & Roseville Pkwy	A	0.43	F	1.02
94	Pleasant Grove & Sun City	A	0.20	A	0.53
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	A	0.52
96	Pleasant Grove & Washington	A	0.56	D	0.82
97	Pleasant Grove Bl & Country Club Dr	A	0.34	B	0.66
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	B	0.64
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.55
100	Rocky Ridge Dr & McLaren Dr	A	0.41	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.48	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.43	A	0.54
104	Roseville Parkway & Creekside Ridge	A	0.39	A	0.52
105	Roseville Parkway & Gibson	A	0.39	D	0.88
106	Roseville Parkway & N. Sunrise	A	0.49	C	0.76
107	Roseville Parkway & Reserve	A	0.42	A	0.53
108	Roseville Parkway & Secret Ravine	A	0.37	A	0.55
109	Roseville Parkway & Taylor	A	0.59	D	0.89
110	Roseville Parkway & West Mall	A	0.38	A	0.47
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.54
112	Roseville Pw & Eureka Rd	A	0.33	A	0.52
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	B	0.60
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.41
115	Roseville Pw & Olympus Dr	A	0.51	A	0.55

Table 20
Level of Service at Roseville Intersections
2025 CIP Conditions –AM Peak Hour

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>Existing Conditions</i>		<i>2025 CIP Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.46
117	Roseville Pw & Sierra College Bl	B	0.68	A	0.53
118	Roseville Pw & Trestle Rd	A	0.25	A	0.55
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.46
120	Roseville Pw & Washington Bl	A	0.14	B	0.68
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.53
122	S Cirby Wy & Old Auburn Rd	B	0.63	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.29
124	Sierra College & Miners Ravine	A	0.44	A	0.52
125	Sierra College & Secret Ravine	A	0.46	A	0.50
126	Sierra College Bl & Eureka Rd	A	0.59	B	0.61
127	Sierra College Bl & Indigo Creek Apts	A	0.36	A	0.46
128	Sierra College Bl & Old Auburn Rd	B	0.61	A	0.57
129	Sierra College Bl & Olympus Dr	A	0.59	B	0.62
130	Stanford Ranch & Fairway	A	0.37	A	0.49
131	Stanford Ranch & Five Star	A	0.47	A	0.40
132	Stanford Ranch & Highland Park	A	0.31	A	0.31
133	Sunrise & Coloma	B	0.60	C	0.74
134	Sunrise & Sandringham/Kensington	A	0.48	B	0.60
135	Sunrise & Sun Tree/Kensington	A	0.53	B	0.64
136	Sunrise Av & Frances Dr	A	0.53	B	0.66
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.41
138	Washington & Diamond Oaks	A	0.51	B	0.66
139	Washington & Sawtell/Derek	A	0.26	A	0.55
140	Washington Bl & Hallissy Dr	A	0.42	A	0.51
141	Woodcreek Oaks & Baseline	B	0.60	E	0.92
142	Woodcreek Oaks & Canevari/Arsenault	A	0.57	A	0.44
143	Woodcreek Oaks & Horncastle	A	0.44	A	0.57
144	Woodcreek Oaks & McAnally	A	0.45	D	0.86
145	Woodcreek Oaks & Trailee	A	0.36	B	0.67
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.57
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.49
148	I-80 WB Off & Douglas Blvd	A	0.51	C	0.70
149	I-80 WB On & Atlantic St	A	0.29	A	0.42
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.56	A	0.54
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.62	A	0.44
152	I-80 WB Off & Riverside Ave	A	0.55	C	0.73
153	Stanford Ranch & Sr-65 N/B On	B	0.60	A	0.53
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	A	0.44

Table 20
Level of Service at Roseville Intersections
2025 CIP Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		Existing Conditions		2025 CIP Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
155	Taylor & Eureka I-80 EB Off	E	0.97	D	0.82
156	Fairway & Highland Park	A	0.12	A	0.40
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	C	0.77
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	n/a		A	0.24
159	Washington Blvd & Industrial	n/a		B	0.60
160	Foothills Blvd & HP Far South/ NEC	n/a		C	0.74
161	Blue Oaks Blvd & Wood Meadow	n/a		B	0.69
162	Gibson Rd & New Convention Center Rd	n/a		A	0.48
163	Blue Oaks Blvd & West Side Dr	n/a		A	0.12
164	Blue Oaks Blvd & Hayden Pkwy	n/a		A	0.51
165	Fiddymment Rd & Westhills Dr	n/a		C	0.76
166	Pleasant Grove Blvd & West Side Dr	n/a		A	0.27
167	Fiddymment Rd & Westlake Dr	n/a		B	0.61
168	Woodcreek Oaks Blvd & Northpark Dr	n/a		A	0.32
169	Woodcreek Oaks Blvd & Parkside Wy	n/a		A	0.40
170	Industrial Ave & Alantown Dr	n/a		D	0.90
171	Roseville Pkwy & Gibson West	n/a		F	1.01
172	Washington Blvd & All America	n/a		A	0.46
173	Cirby & Cottonwood	n/a		A	0.54
174	Secret Ravine & Alexandra	n/a		A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	n/a		B	0.69
176	Douglas Blvd & I-80 EB On	n/a		A	0.48
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.53	n/a	
P2	Vernon & Douglas/Riverside	B	0.39	A	0.52
P3	Vernon & Grant	A	0.24	A	0.41
P4	Vernon & Judah	A	0.22	A	0.46
P5	Vernon & Lincoln	B	0.62	A	0.55
P6	Washington & Main	A	0.50	A	0.56
P7	Washington & Oak	A	0.35	A	0.52
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse a.m. LOS for informational purposes only					

Source: DKS Associates, 2009.

Table 21
Level of Service at Roseville Intersections
2025 CIP Conditions –PM Peak Hour

<i>Intersection</i>		<i>PM Peak Hour</i>			
		<i>Existing Conditions</i>		<i>2025 CIP Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
1	Atlantic & Tiger/Center	A	0.36	A	0.48
2	Atlantic & Wills	A	0.49	C	0.77
3	Atlantic St & Yosemite St	A	0.50	B	0.65
4	Baseline Rd & Fiddymment Rd	C	0.80	F	1.10
5	Blue Oaks & Crocker Ranch	A	0.23	B	0.68
6	Blue Oaks & Del Webb	A	0.16	A	0.55
7	Blue Oaks & Fiddymment	A	0.18	D	0.82
8	Blue Oaks & New Meadow	A	0.38	C	0.72
9	Blue Oaks & Orchard View	A	0.09	A	0.54
10	Blue Oaks Bl & Diamond Creek Bl	A	0.30	E	0.92
11	Blue Oaks Bl & Foothills Bl	A	0.58	F	1.25
12	Blue Oaks Bl & Woodcreek Oaks Bl	A	0.41	C	0.74
13	Cirby & Sunrise	D	0.85	F	1.04
14	Cirby Wy & Foothills Bl	B	0.68	F	1.12
15	Cirby Wy & Melody Ln	B	0.68	B	0.63
16	Cirby Wy & Northridge Dr	B	0.65	D	0.88
17	Cirby Wy & Oak Ridge Dr	A	0.53	C	0.71
18	Cirby Wy & Orlando Av	C	0.74	D	0.89
19	Cirby Wy & Parkview Dr	A	0.46	A	0.53
20	Cirby Wy & Riverside Av	C	0.78	F	1.11
21	Cirby Wy & Rocky Ridge Dr	C	0.73	B	0.64
22	Cirby Wy & San Simeon Dr	A	0.53	B	0.62
23	Cirby Wy & Vernon St	D	0.85	F	1.24
24	Douglas & Eureka	A	0.57	B	0.67
25	Douglas & Rocky Ridge	C	0.74	D	0.82
26	Douglas & Santa Clara	C	0.71	C	0.70
27	Douglas & Sierra Gardens	C	0.72	B	0.68
28	Douglas & Sunrise	E	0.91	D	0.90
29	Douglas & Target	A	0.48	B	0.68
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.74
31	Douglas Bl & Folsom Rd	A	0.50	B	0.62
32	Douglas Bl & Harding Bl	C	0.73	E	0.96
33	Douglas Bl & Judah St	A	0.49	A	0.52
34	Douglas Bl & Keehner Av	A	0.33	A	0.49
35	Douglas Bl & Park Dr	A	0.29	A	0.41
36	Douglas Bl & Sierra College Bl	D	0.85	D	0.87
37	Eureka & Lead Hill	A	0.41	A	0.53
38	Eureka & N. Sunrise	B	0.66	C	0.75

Table 21
Level of Service at Roseville Intersections
2025 CIP Conditions –PM Peak Hour

<i>Intersection</i>		<i>PM Peak Hour</i>			
		<i>Existing Conditions</i>		<i>2025 CIP Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
39	Eureka & Rocky Ridge	C	0.70	C	0.73
40	Eureka Rd & Ashland Dr	A	0.18	A	0.45
41	Eureka Rd & Deer Valley Apts	A	0.30	A	0.40
42	Fairway & Central Park/Lowes	A	0.38	A	0.52
43	Fairway & Cortina Circle	A	0.24	A	0.47
44	Fairway & Five Star	A	0.31	A	0.44
45	Fairway & Home Depot	A	0.32	A	0.51
46	Fairway & Target/Rosehall	A	0.31	A	0.45
47	Fiddymment & Del Webb/Village Green	A	0.20	B	0.66
48	Fiddymment & Hayden Pkwy (North)	A	0.09	B	0.61
49	Fiddymment & Hayden Pkwy (South)	A	0.20	A	0.59
50	Foothills & Baseline/Main	C	0.70	D	0.82
51	Foothills & Misty Wood/NEC	A	0.23	A	0.56
52	Foothills Bl & Albertsons Dr	A	0.22	B	0.66
53	Foothills Bl & Atkinson Rd	C	0.72	A	0.52
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.25	D	0.86
55	Foothills Bl & HP (South)	A	0.34	A	0.54
56	Foothills Bl & Junction Bl	C	0.74	C	0.78
57	Foothills Bl & McAnally Dr	A	0.54	D	0.89
58	Foothills Bl & Pleasant Grove Bl	B	0.67	E	0.95
59	Foothills Blvd & Rand/Pilgrims	A	0.43	B	0.61
60	Foothills Bl & Vineyard Rd	A	0.55	C	0.78
61	Galleria & Antelope Creek	A	0.54	B	0.66
62	Galleria & Berry	A	0.49	D	0.84
63	Galleria & Roseville Pkwy	C	0.81	F	1.01
64	Harding & Wills	A	0.47	C	0.79
65	Harding Bl & Estates Dr	A	0.50	C	0.71
66	Harding Bl & Lead Hill Bl	B	0.60	C	0.79
67	Harding Bl & Roseville Square	A	0.49	B	0.63
68	Junction & Stonecrest/Magenta	A	0.15	A	0.49
69	Junction Bl & Americana Dr	A	0.26	A	0.50
70	Junction Bl & Baseline Rd	A	0.46	C	0.81
71	Junction Bl & Country Club Dr	A	0.33	B	0.66
72	Junction Bl & Park Regency Dr	A	0.19	A	0.55
73	Junction Bl & Porter Dr	A	0.32	B	0.63
74	Junction Bl & Revere Dr	A	0.26	A	0.59
75	Junction Bl & Washington Bl	B	0.61	E	0.91
76	Junction Bl & Woodcreek Oaks Bl	A	0.31	B	0.60
77	Lead Hill Bl & N Sunrise Av	C	0.80	C	0.74

Table 21
Level of Service at Roseville Intersections
2025 CIP Conditions –PM Peak Hour

<i>Intersection</i>		<i>PM Peak Hour</i>			
		<i>Existing Conditions</i>		<i>2025 CIP Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
78	Lead Hill Bl & Rocky Ridge Dr	A	0.54	B	0.64
79	Lead Hill Bl & Wal-Mart	A	0.33	A	0.41
80	N Sunrise Av & Automall Dr	A	0.51	A	0.53
81	N Sunrise Av & Stone Point Dr	A	0.21	B	0.60
82	N. Sunrise & Sierra Gardens	B	0.60	B	0.63
83	Olympus Dr & Europa St	A	0.11	A	0.20
84	PFE & Hilltop	A	0.30	A	0.44
85	Pleasant Grove & Fairway	B	0.68	E	0.96
86	Pleasant Grove & Fiddymment	A	0.27	D	0.86
87	Pleasant Grove & Gold Coast/Hallissy	A	0.52	C	0.76
88	Pleasant Grove & Highland Park	A	0.41	A	0.56
89	Pleasant Grove & Market	A	0.04	A	0.28
90	Pleasant Grove & Michener	A	0.30	B	0.67
91	Pleasant Grove & Monument	A	0.06	A	0.40
92	Pleasant Grove & Rose Creek	A	0.30	B	0.68
93	Pleasant Grove & Roseville Pkwy	C	0.72	F	1.21
94	Pleasant Grove & Sun City	A	0.23	B	0.61
95	Pleasant Grove & Wal-Mart/Highland Pointe	B	0.68	D	0.83
96	Pleasant Grove & Washington	B	0.69	D	0.88
97	Pleasant Grove Bl & Country Club Dr	A	0.36	B	0.62
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.54	D	0.90
99	Rocky Ridge Dr & Maidu Dr	A	0.49	B	0.60
100	Rocky Ridge Dr & McLaren Dr	A	0.42	A	0.50
101	Rocky Ridge Dr & Professional Dr	B	0.62	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.15	A	0.27
103	Roseville Parkway & Chase	A	0.45	C	0.78
104	Roseville Parkway & Creekside Ridge	B	0.63	C	0.79
105	Roseville Parkway & Gibson	A	0.44	D	0.84
106	Roseville Parkway & N. Sunrise	C	0.75	E	0.91
107	Roseville Parkway & Reserve	A	0.46	C	0.80
108	Roseville Parkway & Secret Ravine	A	0.59	C	0.74
109	Roseville Parkway & Taylor	B	0.66	D	0.83
110	Roseville Parkway & West Mall	A	0.56	A	0.59
111	Roseville Pw & Alexandra Dr	A	0.53	B	0.61
112	Roseville Pw & Eureka Rd	B	0.62	C	0.70
113	Roseville Pw & Lead Hill/Orvietto	A	0.48	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.45	A	0.49
115	Roseville Pw & Olympus Dr	A	0.59	B	0.61
116	Roseville Pw & Rocky Ridge Dr	A	0.48	B	0.60

Table 21
Level of Service at Roseville Intersections
2025 CIP Conditions –PM Peak Hour

<i>Intersection</i>		<i>PM Peak Hour</i>			
		<i>Existing Conditions</i>		<i>2025 CIP Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
117	Roseville Pw & Sierra College Bl	C	0.79	C	0.81
118	Roseville Pw & Trestle Rd	A	0.22	B	0.65
119	Roseville Pw & Village/Slate Creek	A	0.32	A	0.52
120	Roseville Pw & Washington Bl	A	0.19	C	0.76
121	S Cirby Wy & Champion Oaks Dr	A	0.38	A	0.55
122	S Cirby Wy & Old Auburn Rd	B	0.66	C	0.74
123	Secret Ravine & Scarborough/ Poppy Field	A	0.30	A	0.33
124	Sierra College & Miners Ravine	A	0.37	A	0.45
125	Sierra College & Secret Ravine	A	0.46	B	0.60
126	Sierra College Bl & Eureka Rd	B	0.64	A	0.56
127	Sierra College Bl & Indigo Creek Apts	A	0.56	C	0.80
128	Sierra College Bl & Old Auburn Rd	D	0.82	C	0.79
129	Sierra College Bl & Olympus Dr	A	0.46	A	0.55
130	Stanford Ranch & Fairway	B	0.60	B	0.64
131	Stanford Ranch & Five Star	A	0.59	B	0.62
132	Stanford Ranch & Highland Park	A	0.36	A	0.54
133	Sunrise & Coloma	B	0.60	C	0.74
134	Sunrise & Sandringham/Kensington	A	0.55	D	0.90
135	Sunrise & Sun Tree/Kensington	B	0.65	C	0.70
136	Sunrise Av & Frances Dr	A	0.59	B	0.61
137	Sunrise Av & Oak Ridge Dr	A	0.35	A	0.47
138	Washington & Diamond Oaks	C	0.71	C	0.76
139	Washington & Sawtell/Derek	A	0.44	C	0.81
140	Washington Bl & Hallissy Dr	A	0.21	A	0.45
141	Woodcreek Oaks & Baseline	B	0.65	D	0.83
142	Woodcreek Oaks & Canevari/Arsenault	A	0.52	B	0.64
143	Woodcreek Oaks & Horncastle	A	0.41	B	0.62
144	Woodcreek Oaks & McAnally	A	0.34	C	0.76
145	Woodcreek Oaks & Trailee	A	0.26	A	0.55
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.39	B	0.64
147	Washington Blvd & Blue Oaks Blvd	A	0.42	B	0.63
148	I-80 WB Off & Douglas Blvd	B	0.67	C	0.78
149	I-80 WB On & Atlantic St	A	0.41	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	D	0.85	C	0.74
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.78	C	0.72
152	I-80 WB Off & Riverside Ave	B	0.69	B	0.63
153	Stanford Ranch & Sr-65 N/B On	F	1.10	D	0.85
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.74	D	0.82
155	Taylor & Eureka I-80 EB Off	F	1.08	E	0.96

Table 21
Level of Service at Roseville Intersections
2025 CIP Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Existing Conditions		2025 CIP Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
156	Fairway & Highland Park	A	0.27	B	0.60
157	I-80 EB Off/Orlando & Riverside Ave	B	0.69	D	0.89
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	n/a		A	0.42
159	Washington Blvd & Industrial	n/a		C	0.70
160	Foothills Blvd & HP Far South/ NEC	n/a		B	0.69
161	Blue Oaks Blvd & Wood Meadow	n/a		C	0.70
162	Gibson Rd & New Convention Center Rd	n/a		B	0.68
163	Blue Oaks Blvd & West Side Dr	n/a		A	0.19
164	Blue Oaks Blvd & Hayden Pkwy	n/a		A	0.47
165	Fiddymment Rd & Westhills Dr	n/a		C	0.76
166	Pleasant Grove Blvd & West Side Dr	n/a		A	0.31
167	Fiddymment Rd & Westlake Dr	n/a		B	0.61
168	Woodcreek Oaks Blvd & Northpark Dr	n/a		A	0.25
169	Woodcreek Oaks Blvd & Parkside Wy	n/a		A	0.40
170	Industrial Ave & Alantown Dr	n/a		C	0.81
171	Roseville Pkwy & Gibson West	n/a		D	0.85
172	Washington Blvd & All America	n/a		A	0.53
173	Cirby & Cottonwood	n/a		A	0.43
174	Secret Ravine & Alexandra	n/a		A	0.21
175	Fiddymment Rd & Fiddymment Ranch EW Rd	n/a		C	0.71
176	Douglas Blvd & I-80 EB On	n/a		C	0.73
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.55	n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	A	0.48	B	0.66
P3	Vernon & Grant (Ped Overlay)	A	0.38	A	0.54
P4	Vernon & Judah (Ped Overlay)	A	0.33	A	0.57
P5	Vernon & Lincoln (Ped Overlay)	B	0.66	E*	0.97
P6	Washington & Main (Ped Overlay)	A	0.59	D*	0.84
P7	Washington & Oak (Ped Overlay)	A	0.52	B	0.67
P8	Grant & Oak	n/a		n/a	
Notes: BOLD Locations do not meet LOS C Policy (p.m. peak hour only)					
* Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 22
Level of Service D or Worse at Roseville Intersections
2025 CIP Conditions

Intersection		2025 CIP No Project Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS	V/C	LOS	V/C
ID	Intersection Name	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddymment Rd	F	1.01	F	1.10
7	Blue Oaks & Fiddymment	C	0.74	D	0.82
10	Blue Oaks Bl & Diamond Creek Bl	C	0.75	E	0.92
11	Blue Oaks Bl & Foothills Bl	F	1.02	F	1.25
12	Blue Oaks Bl & Woodcreek Oaks Bl	E	0.95	C	0.74
13	Cirby & Sunrise	E	0.92	F	1.04
14	Cirby Wy & Foothills Bl	E	0.95	F	1.12
16	Cirby Wy & Northridge Dr	C	0.77	D	0.88
18	Cirby Wy & Orlando Av	E	0.94	D	0.89
20	Cirby Wy & Riverside Av	F	1.03	F	1.11
23	Cirby Wy & Vernon St	E	0.99	F	1.24
25	Douglas & Rocky Ridge	B	0.61	D	0.82
28	Douglas & Sunrise	C	0.70	D	0.90
32	Douglas Bl & Harding Bl	B	0.64	E	0.96
36	Douglas Bl & Sierra College Bl	C	0.75	D	0.87
50	Foothills & Baseline/Main	D	0.90	D	0.82
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.77	D	0.86
57	Foothills Bl & McAnally Dr	A	0.56	D	0.89
58	Foothills Bl & Pleasant Grove Bl	D	0.85	E	0.95
62	Galleria & Berry	B	0.65	D	0.84
63	Galleria & Roseville Pkwy	C	0.79	F	1.01
75	Junction Bl & Washington Bl	A	0.52	E	0.91
85	Pleasant Grove & Fairway	A	0.56	E	0.96
86	Pleasant Grove & Fiddymment	C	0.73	D	0.86
93	Pleasant Grove & Roseville Pkwy	F	1.02	F	1.21
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	D	0.83
96	Pleasant Grove & Washington	D	0.82	D	0.88
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.64	D	0.90
105	Roseville Parkway & Gibson	D	0.88	D	0.84
106	Roseville Parkway & N. Sunrise	C	0.76	E	0.91
109	Roseville Parkway & Taylor	D	0.89	D	0.83
134	Sunrise & Sandringham/Kensington	B	0.60	D	0.90
141	Woodcreek Oaks & Baseline	E	0.92	D	0.83
144	Woodcreek Oaks & McAnally	D	0.86	C	0.76
153	Stanford Ranch & Sr-65 N/B On	A	0.53	D	0.85
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.44	D	0.82
155	Taylor & Eureka I-80 EB Off	D	0.82	E	0.96

Table 22
Level of Service D or Worse at Roseville Intersections
2025 CIP Conditions

Intersection		2025 CIP No Project Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	D	0.89
170	Industrial Ave & Alantown Dr	D	0.90	C	0.81
171	Roseville Pkwy & Gibson West	F	1.01	D	0.85
P5	Vernon & Lincoln	A	0.55	E*	0.97
P6	Washington & Main	A	0.56	D*	0.84
Intersections Operating at LOS D or Worse		19		37*	
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only * Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 23
Number of Roseville Intersections Operating at LOS C or Better
2025 CIP No Project Scenario

<i>Level of Service</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
	<i>Number of Intersections</i>	<i>Percentage</i>	<i>Number of Intersections</i>	<i>Percentage</i>
LOS A-C	157	89.2%	139	79.0%
LOS D	8	4.5%	22	12.5%
LOS E	6	3.4%	7	4.0%
LOS F	5	2.8%	8	4.5%
LOS D-F	19	10.8%	37	21.0%
Total	176	100%	176	100%
Note: Excludes intersections in Pedestrian Overlay Zone a.m. LOS for informational purposes only				

Source: DKS Associates, 2009.

Table 24
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –AM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.43	A	0.44
2	Atlantic & Wills	C	0.75	C	0.74
3	Atlantic St & Yosemite St	A	0.54	A	0.55
4	Baseline Rd & Fiddymment Rd	F	1.01	D	0.83
5	Blue Oaks & Crocker Ranch	C	0.77	D	0.82
6	Blue Oaks & Del Webb	A	0.5	A	0.57
7	Blue Oaks & Fiddymment	C	0.74	C	0.75
8	Blue Oaks & New Meadow	C	0.81	D	0.87
9	Blue Oaks & Orchard View	A	0.51	A	0.57
10	Blue Oaks Bl & Diamond Creek Bl	C	0.75	C	0.77
11	Blue Oaks Bl & Foothills Bl	F	1.02	E	0.96
12	Blue Oaks Bl & Woodcreek Oaks Bl	E	0.95	E	0.92
13	Cirby & Sunrise	E	0.92	E	0.92
14	Cirby Wy & Foothills Bl	E	0.95	E	0.98
15	Cirby Wy & Melody Ln	A	0.54	A	0.57
16	Cirby Wy & Northridge Dr	C	0.77	C	0.77
17	Cirby Wy & Oak Ridge Dr	A	0.55	A	0.55
18	Cirby Wy & Orlando Av	E	0.94	E	0.93
19	Cirby Wy & Parkview Dr	B	0.6	B	0.6
20	Cirby Wy & Riverside Av	F	1.03	F	1.03
21	Cirby Wy & Rocky Ridge Dr	A	0.43	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.6	A	0.59
23	Cirby Wy & Vernon St	E	0.99	E	0.98
24	Douglas & Eureka	A	0.53	A	0.54
25	Douglas & Rocky Ridge	B	0.61	B	0.61
26	Douglas & Santa Clara	A	0.56	A	0.57
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	C	0.7	C	0.7
29	Douglas & Target	A	0.43	A	0.44
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.74
31	Douglas Bl & Folsom Rd	A	0.48	A	0.5
32	Douglas Bl & Harding Bl	B	0.64	B	0.65
33	Douglas Bl & Judah St	A	0.3	A	0.32
34	Douglas Bl & Keehner Av	A	0.5	A	0.51

Table 24
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –AM Peak Hour

<i>Intersection</i>		<i>2025 CIP Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
35	Douglas Bl & Park Dr	A	0.36	A	0.37
36	Douglas Bl & Sierra College Bl	C	0.75	C	0.75
37	Eureka & Lead Hill	A	0.47	A	0.47
38	Eureka & N. Sunrise	A	0.57	A	0.58
39	Eureka & Rocky Ridge	A	0.54	A	0.54
40	Eureka Rd & Ashland Dr	A	0.37	A	0.38
41	Eureka Rd & Deer Valley Apts	A	0.37	A	0.37
42	Fairway & Central Park/Lowes	A	0.44	A	0.44
43	Fairway & Cortina Circle	A	0.28	A	0.27
44	Fairway & Five Star	A	0.4	A	0.4
45	Fairway & Home Depot	A	0.51	A	0.51
46	Fairway & Target/Rosehall	A	0.58	A	0.57
47	Fiddymment & Del Webb/Village Green	B	0.62	B	0.63
48	Fiddymment & Hayden Pkwy (North)	A	0.48	A	0.46
49	Fiddymment & Hayden Pkwy (South)	A	0.58	A	0.57
50	Foothills & Baseline/Main	D	0.9	E	0.96
51	Foothills & Misty Wood/NEC	A	0.58	A	0.58
52	Foothills Bl & Albertsons Dr	A	0.53	A	0.52
53	Foothills Bl & Atkinson Rd	A	0.5	A	0.52
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.77	C	0.8
55	Foothills Bl & HP (South)	C	0.74	C	0.73
56	Foothills Bl & Junction Bl	C	0.74	C	0.78
57	Foothills Bl & McAnally Dr	A	0.56	A	0.57
58	Foothills Bl & Pleasant Grove Bl	D	0.85	D	0.86
59	Foothills Blvd & Rand/Pilgrims	A	0.53	A	0.52
60	Foothills Bl & Vineyard Rd	B	0.64	B	0.64
61	Galleria & Antelope Creek	A	0.43	A	0.44
62	Galleria & Berry	B	0.65	B	0.65
63	Galleria & Roseville Pkwy	C	0.79	C	0.79
64	Harding & Wills	B	0.63	B	0.64
65	Harding Bl & Estates Dr	A	0.45	A	0.45
66	Harding Bl & Lead Hill Bl	C	0.7	C	0.7
67	Harding Bl & Roseville Square	A	0.34	A	0.35
68	Junction & Stonecrest/Magenta	A	0.55	B	0.64
69	Junction Bl & Americana Dr	A	0.45	A	0.53
70	Junction Bl & Baseline Rd	B	0.61	B	0.69
71	Junction Bl & Country Club Dr	C	0.7	C	0.74
72	Junction Bl & Park Regency Dr	B	0.61	B	0.67

Table 24
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –AM Peak Hour

<i>Intersection</i>		<i>2025 CIP Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
73	Junction Bl & Porter Dr	A	0.54	A	0.58
74	Junction Bl & Revere Dr	A	0.41	A	0.5
75	Junction Bl & Washington Bl	A	0.52	A	0.51
76	Junction Bl & Woodcreek Oaks Bl	B	0.65	A	0.57
77	Lead Hill Bl & N Sunrise Av	A	0.52	A	0.52
78	Lead Hill Bl & Rocky Ridge Dr	A	0.43	A	0.43
79	Lead Hill Bl & Wal-Mart	A	0.25	A	0.25
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.44	A	0.43
82	N. Sunrise & Sierra Gardens	A	0.48	A	0.48
83	Olympus Dr & Europa St	A	0.12	A	0.13
84	PFE & Hilltop	A	0.3	A	0.3
85	Pleasant Grove & Fairway	A	0.56	A	0.55
86	Pleasant Grove & Fiddymment	C	0.73	C	0.77
87	Pleasant Grove & Gold Coast/Hallissy	B	0.68	C	0.7
88	Pleasant Grove & Highland Park	A	0.34	A	0.34
89	Pleasant Grove & Market	A	0.29	A	0.4
90	Pleasant Grove & Michener	A	0.54	B	0.62
91	Pleasant Grove & Monument	A	0.3	A	0.32
92	Pleasant Grove & Rose Creek	A	0.5	B	0.61
93	Pleasant Grove & Roseville Pkwy	F	1.02	F	1.03
94	Pleasant Grove & Sun City	A	0.53	B	0.63
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	A	0.52
96	Pleasant Grove & Washington	D	0.82	D	0.85
97	Pleasant Grove Bl & Country Club Dr	B	0.66	B	0.69
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.64	B	0.63
99	Rocky Ridge Dr & Maidu Dr	A	0.55	A	0.54
100	Rocky Ridge Dr & McLaren Dr	A	0.52	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.54	A	0.55
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.52
105	Roseville Parkway & Gibson	D	0.88	D	0.88
106	Roseville Parkway & N. Sunrise	C	0.76	C	0.75
107	Roseville Parkway & Reserve	A	0.53	A	0.53
108	Roseville Parkway & Secret Ravine	A	0.55	A	0.55
109	Roseville Parkway & Taylor	D	0.89	D	0.88
110	Roseville Parkway & West Mall	A	0.47	A	0.47

Table 24
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –AM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.52	A	0.53
113	Roseville Pw & Lead Hill/Orvietto	B	0.6	B	0.6
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.41
115	Roseville Pw & Olympus Dr	A	0.55	A	0.55
116	Roseville Pw & Rocky Ridge Dr	A	0.46	A	0.46
117	Roseville Pw & Sierra College Bl	A	0.53	A	0.52
118	Roseville Pw & Trestle Rd	A	0.55	A	0.54
119	Roseville Pw & Village/Slate Creek	A	0.46	A	0.45
120	Roseville Pw & Washington Bl	B	0.68	B	0.66
121	S Cirby Wy & Champion Oaks Dr	A	0.53	A	0.52
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.76
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.52	A	0.52
125	Sierra College & Secret Ravine	A	0.5	A	0.5
126	Sierra College Bl & Eureka Rd	B	0.61	B	0.65
127	Sierra College Bl & Indigo Creek Apts	A	0.46	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.57
129	Sierra College Bl & Olympus Dr	B	0.62	B	0.63
130	Stanford Ranch & Fairway	A	0.49	A	0.49
131	Stanford Ranch & Five Star	A	0.4	A	0.41
132	Stanford Ranch & Highland Park	A	0.31	A	0.32
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.6	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.66
137	Sunrise Av & Oak Ridge Dr	A	0.41	A	0.4
138	Washington & Diamond Oaks	B	0.66	B	0.66
139	Washington & Sawtell/Derek	A	0.55	A	0.55
140	Washington Bl & Hallissy Dr	A	0.51	A	0.49
141	Woodcreek Oaks & Baseline	E	0.92	D	0.89
142	Woodcreek Oaks & Canevari/Arsenault	A	0.44	A	0.45
143	Woodcreek Oaks & Horncastle	A	0.57	A	0.53
144	Woodcreek Oaks & McAnally	D	0.86	D	0.83
145	Woodcreek Oaks & Trailee	B	0.67	A	0.59
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.57	A	0.57
147	Washington Blvd & Blue Oaks Blvd	A	0.49	A	0.48
148	I-80 WB Off & Douglas Blvd	C	0.7	C	0.7

Table 24
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –AM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
149	I-80 WB On & Atlantic St	A	0.42	A	0.42
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.54	A	0.54
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.44	A	0.43
152	I-80 WB Off & Riverside Ave	C	0.73	C	0.72
153	Stanford Ranch & Sr-65 N/B On	A	0.53	A	0.53
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.44	A	0.44
155	Taylor & Eureka I-80 EB Off	D	0.82	D	0.83
156	Fairway & Highland Park	A	0.4	A	0.39
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	C	0.77
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.24	A	0.23
159	Washington Blvd & Industrial	B	0.6	B	0.6
160	Foothills Blvd & HP Far South/ NEC	C	0.74	C	0.73
161	Blue Oaks Blvd & Wood Meadow	B	0.69	C	0.7
162	Gibson Rd & New Convention Center Rd	A	0.48	A	0.48
163	Blue Oaks Blvd & West Side Dr	A	0.12	A	0.17
164	Blue Oaks Blvd & Hayden Pkwy	A	0.51	A	0.57
165	Fiddymment Rd & Westhills Dr	C	0.76	C	0.72
166	Pleasant Grove Blvd & West Side Dr	A	0.27	A	0.35
167	Fiddymment Rd & Westlake Dr	B	0.61	A	0.45
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.32	A	0.32
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.4	A	0.45
170	Industrial Ave & Alantown Dr	D	0.9	E	0.91
171	Roseville Pkwy & Gibson West	F	1.01	F	1.02
172	Washington Blvd & All America	A	0.46	A	0.5
173	Cirby & Cottonwood	A	0.54	A	0.54
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	B	0.69	B	0.67
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	n/a		A	0.24
178	Watt Ave & Road A	n/a		B	0.63
179	Watt Ave & Road B	n/a		A	0.32
180	Watt Ave & Baseline Rd	n/a		B	0.64
181	West Side Dr & Road A	n/a		A	0.56
182	West Side Dr & Road B	n/a		A	0.39
183	West Side Dr & Baseline Rd	n/a		C	0.75
184	Market St & Road B	n/a		A	0.32

Table 24
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –AM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
185	Market St & Baseline Rd	n/a		B	0.63
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.44
187	Upland Dr & Road B	n/a		A	0.34
188	Upland Dr & Baseline Rd	n/a		A	0.52
189	Baseline Rd & CMU4 Entrance	n/a		A	0.45
190	West Side Dr & SV EW Coll	n/a		A	0.35
191	Road B & SV NS Coll 3	n/a		A	0.19
192	Road B & SV NS Coll 5	n/a		A	0.31
193	Watt Ave & SV CC5 CC6	n/a		A	0.27
194	Watt Ave & SV EW Coll	n/a		A	0.43
195	Road B & SV NS Coll 2	n/a		A	0.1
196	West Side Dr & SV EW Coll	n/a		A	0.23
197	Baseline Rd & SV CC7	n/a		A	0.44
198	Baseline Rd & SV CCBP2	n/a		A	0.48
199	Baseline Rd & SV CC9	n/a		A	0.49
Intersections in Urban Reserve Areas					
200	Watt Ave & Road C	n/a		n/a	
201	West Side Dr & Road C	n/a		n/a	
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		n/a	
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	n/a		n/a	
204	West Side Dr & Nobo Dr (Creekview)	n/a		n/a	
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	n/a		n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	A	0.52	A	0.54
P3	Vernon & Grant (Ped Overlay)	A	0.41	A	0.43
P4	Vernon & Judah (Ped Overlay)	A	0.46	A	0.46
P5	Vernon & Lincoln (Ped Overlay)	A	0.55	A	0.56
P6	Washington & Main (Ped Overlay)	A	0.56	A	0.56
P7	Washington & Oak (Ped Overlay)	A	0.52	A	0.53
P8	Grant & Oak (Ped Overlay)	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse a.m. LOS for informational purposes only					

Source: DKS Associates, 2009.

Table 25
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.48	A	0.48
2	Atlantic & Wills	C	0.77	C	0.77
3	Atlantic St & Yosemite St	B	0.65	B	0.67
4	Baseline Rd & Fiddymment Rd	F	1.10	E	1.00
5	Blue Oaks & Crocker Ranch	B	0.68	C	0.72
6	Blue Oaks & Del Webb	A	0.55	B	0.60
7	Blue Oaks & Fiddymment	D	0.82	C	0.77
8	Blue Oaks & New Meadow	C	0.72	C	0.73
9	Blue Oaks & Orchard View	A	0.54	B	0.60
10	Blue Oaks Bl & Diamond Creek Bl	E	0.92	E	0.99
11	Blue Oaks Bl & Foothills Bl	F	1.25	F	1.32
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.74	B	0.66
13	Cirby & Sunrise	F	1.04	F	1.08
14	Cirby Wy & Foothills Bl	F	1.12	F	1.11
15	Cirby Wy & Melody Ln	B	0.63	B	0.62
16	Cirby Wy & Northridge Dr	D	0.88	E	0.92
17	Cirby Wy & Oak Ridge Dr	C	0.71	C	0.70
18	Cirby Wy & Orlando Av	D	0.89	D	0.89
19	Cirby Wy & Parkview Dr	A	0.53	A	0.53
20	Cirby Wy & Riverside Av	F	1.11	F	1.14
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.62	B	0.63
23	Cirby Wy & Vernon St	F	1.24	F	1.27
24	Douglas & Eureka	B	0.67	B	0.66
25	Douglas & Rocky Ridge	D	0.82	D	0.83
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.68	B	0.68
28	Douglas & Sunrise	D	0.90	D	0.90
29	Douglas & Target	B	0.68	B	0.69
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.74
31	Douglas Bl & Folsom Rd	B	0.62	B	0.62
32	Douglas Bl & Harding Bl	E	0.96	E	0.95
33	Douglas Bl & Judah St	A	0.52	A	0.50
34	Douglas Bl & Keehner Av	A	0.49	A	0.49

Table 25
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
35	Douglas Bl & Park Dr	A	0.41	A	0.42
36	Douglas Bl & Sierra College Bl	D	0.87	D	0.87
37	Eureka & Lead Hill	A	0.53	A	0.53
38	Eureka & N. Sunrise	C	0.75	C	0.75
39	Eureka & Rocky Ridge	C	0.73	C	0.74
40	Eureka Rd & Ashland Dr	A	0.45	A	0.45
41	Eureka Rd & Deer Valley Apts	A	0.40	A	0.40
42	Fairway & Central Park/Lowes	A	0.52	A	0.53
43	Fairway & Cortina Circle	A	0.47	A	0.46
44	Fairway & Five Star	A	0.44	A	0.44
45	Fairway & Home Depot	A	0.51	A	0.51
46	Fairway & Target/Rosehall	A	0.45	A	0.44
47	Fiddymment & Del Webb/Village Green	B	0.66	B	0.63
48	Fiddymment & Hayden Pkwy (North)	B	0.61	A	0.57
49	Fiddymment & Hayden Pkwy (South)	A	0.59	A	0.55
50	Foothills & Baseline/Main	D	0.82	D	0.86
51	Foothills & Misty Wood/NEC	A	0.56	A	0.56
52	Foothills Bl & Albertsons Dr	B	0.66	B	0.65
53	Foothills Bl & Atkinson Rd	A	0.52	A	0.55
54	Foothills Bl & Roseville Pkwy/HP (Central)	D	0.86	D	0.84
55	Foothills Bl & HP (South)	A	0.54	A	0.54
56	Foothills Bl & Junction Bl	C	0.78	D	0.83
57	Foothills Bl & McAnally Dr	D	0.89	D	0.86
58	Foothills Bl & Pleasant Grove Bl	E	0.95	E	0.99
59	Foothills Blvd & Rand/Pilgrims	B	0.61	A	0.59
60	Foothills Bl & Vineyard Rd	C	0.78	C	0.81
61	Galleria & Antelope Creek	B	0.66	B	0.66
62	Galleria & Berry	D	0.84	D	0.83
63	Galleria & Roseville Pkwy	F	1.01	E	1.00
64	Harding & Wills	C	0.79	C	0.79
65	Harding Bl & Estates Dr	C	0.71	C	0.71
66	Harding Bl & Lead Hill Bl	C	0.79	C	0.79
67	Harding Bl & Roseville Square	B	0.63	B	0.62
68	Junction & Stonecrest/Magenta	A	0.49	A	0.50
69	Junction Bl & Americana Dr	A	0.50	A	0.56
70	Junction Bl & Baseline Rd	C	0.81	D	0.82
71	Junction Bl & Country Club Dr	B	0.66	B	0.66
72	Junction Bl & Park Regency Dr	A	0.55	A	0.58

Table 25
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
73	Junction Bl & Porter Dr	B	0.63	B	0.66
74	Junction Bl & Revere Dr	A	0.59	B	0.60
75	Junction Bl & Washington Bl	E	0.91	E	0.94
76	Junction Bl & Woodcreek Oaks Bl	B	0.60	B	0.63
77	Lead Hill Bl & N Sunrise Av	C	0.74	C	0.75
78	Lead Hill Bl & Rocky Ridge Dr	B	0.64	B	0.63
79	Lead Hill Bl & Wal-Mart	A	0.41	A	0.40
80	N Sunrise Av & Automall Dr	A	0.53	A	0.53
81	N Sunrise Av & Stone Point Dr	B	0.60	B	0.60
82	N. Sunrise & Sierra Gardens	B	0.63	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.20
84	PFE & Hilltop	A	0.44	A	0.44
85	Pleasant Grove & Fairway	E	0.96	E	0.96
86	Pleasant Grove & Fiddymont	D	0.86	D	0.90
87	Pleasant Grove & Gold Coast/Hallissy	C	0.76	C	0.79
88	Pleasant Grove & Highland Park	A	0.56	A	0.56
89	Pleasant Grove & Market	A	0.28	A	0.52
90	Pleasant Grove & Michener	B	0.67	C	0.77
91	Pleasant Grove & Monument	A	0.40	A	0.35
92	Pleasant Grove & Rose Creek	B	0.68	C	0.77
93	Pleasant Grove & Roseville Pkwy	F	1.21	F	1.20
94	Pleasant Grove & Sun City	B	0.61	B	0.69
95	Pleasant Grove & Wal-Mart/Highland Pointe	D	0.83	D	0.83
96	Pleasant Grove & Washington	D	0.88	D	0.90
97	Pleasant Grove Bl & Country Club Dr	B	0.62	B	0.63
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.90	D	0.85
99	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.60
100	Rocky Ridge Dr & McLaren Dr	A	0.50	A	0.50
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.27	A	0.28
103	Roseville Parkway & Chase	C	0.78	C	0.81
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.80
105	Roseville Parkway & Gibson	D	0.84	D	0.84
106	Roseville Parkway & N. Sunrise	E	0.91	E	0.92
107	Roseville Parkway & Reserve	C	0.80	C	0.81
108	Roseville Parkway & Secret Ravine	C	0.74	C	0.74
109	Roseville Parkway & Taylor	D	0.83	D	0.82

Table 25
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
110	Roseville Parkway & West Mall	A	0.59	A	0.59
111	Roseville Pw & Alexandra Dr	B	0.61	B	0.60
112	Roseville Pw & Eureka Rd	C	0.70	C	0.75
113	Roseville Pw & Lead Hill/Orvietto	B	0.65	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.49	A	0.50
115	Roseville Pw & Olympus Dr	B	0.61	B	0.61
116	Roseville Pw & Rocky Ridge Dr	B	0.60	B	0.61
117	Roseville Pw & Sierra College Bl	C	0.81	D	0.82
118	Roseville Pw & Trestle Rd	B	0.65	B	0.65
119	Roseville Pw & Village/Slate Creek	A	0.52	A	0.52
120	Roseville Pw & Washington Bl	C	0.76	C	0.74
121	S Cirby Wy & Champion Oaks Dr	A	0.55	A	0.53
122	S Cirby Wy & Old Auburn Rd	C	0.74	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.60	A	0.59
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.56
127	Sierra College Bl & Indigo Creek Apts	C	0.80	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.79	C	0.79
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.64	B	0.66
131	Stanford Ranch & Five Star	B	0.62	B	0.63
132	Stanford Ranch & Highland Park	A	0.54	A	0.54
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	D	0.90	E	0.92
135	Sunrise & Sun Tree/Kensington	C	0.70	C	0.71
136	Sunrise Av & Frances Dr	B	0.61	B	0.61
137	Sunrise Av & Oak Ridge Dr	A	0.47	A	0.46
138	Washington & Diamond Oaks	C	0.76	C	0.75
139	Washington & Sawtell/Derek	C	0.81	C	0.80
140	Washington Bl & Hallissy Dr	A	0.45	A	0.45
141	Woodcreek Oaks & Baseline	D	0.83	D	0.90
142	Woodcreek Oaks & Canevari/Arsenault	B	0.64	B	0.64
143	Woodcreek Oaks & Horncastle	B	0.62	A	0.55
144	Woodcreek Oaks & McAnally	C	0.76	B	0.69
145	Woodcreek Oaks & Trailee	A	0.55	A	0.47
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.64	B	0.66
147	Washington Blvd & Blue Oaks Blvd	B	0.63	B	0.65

Table 25
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
148	I-80 WB Off & Douglas Blvd	C	0.78	C	0.78
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.74	C	0.74
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.72	C	0.72
152	I-80 WB Off & Riverside Ave	B	0.63	B	0.63
153	Stanford Ranch & Sr-65 N/B On	D	0.85	D	0.86
154	Stanford Ranch/Galleria & Sr-65 S/B On	D	0.82	D	0.82
155	Taylor & Eureka I-80 EB Off	E	0.96	E	0.96
156	Fairway & Highland Park	B	0.60	A	0.57
157	I-80 EB Off/Orlando & Riverside Ave	D	0.89	D	0.89
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.42	A	0.41
159	Washington Blvd & Industrial	C	0.70	B	0.69
160	Foothills Blvd & HP Far South/ NEC	B	0.69	B	0.69
161	Blue Oaks Blvd & Wood Meadow	C	0.70	C	0.71
162	Gibson Rd & New Convention Center Rd	B	0.68	B	0.69
163	Blue Oaks Blvd & West Side Dr	A	0.19	A	0.44
164	Blue Oaks Blvd & Hayden Pkwy	A	0.47	B	0.64
165	Fiddymment Rd & Westhills Dr	C	0.76	C	0.78
166	Pleasant Grove Blvd & West Side Dr	A	0.31	A	0.40
167	Fiddymment Rd & Westlake Dr	B	0.61	A	0.41
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.25	A	0.32
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.40	A	0.44
170	Industrial Ave & Alantown Dr	C	0.81	C	0.81
171	Roseville Pkwy & Gibson West	D	0.85	D	0.84
172	Washington Blvd & All America	A	0.53	A	0.55
173	Cirby & Cottonwood	A	0.43	A	0.44
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddymment Rd & Fiddymment Ranch EW Rd	C	0.71	C	0.74
176	Douglas Blvd & I-80 EB On	C	0.73	C	0.73
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	n/a		A	0.49
178	Watt Ave & Road A	n/a		B	0.68
179	Watt Ave & Road B	n/a		A	0.40
180	Watt Ave & Baseline Rd	n/a		C	0.74
181	West Side Dr & Road A	n/a		C	0.71
182	West Side Dr & Road B	n/a		B	0.62
183	West Side Dr & Baseline Rd	n/a		C	0.81

Table 25
Level of Service at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
184	Market St & Road B	n/a		A	0.38
185	Market St & Baseline Rd	n/a		B	0.64
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.42
187	Upland Dr & Road B	n/a		A	0.38
188	Upland Dr & Baseline Rd	n/a		A	0.58
189	Baseline Rd & CMU4 Entrance	n/a		A	0.55
190	West Side Dr & SV EW Coll	n/a		A	0.50
191	Road B & SV NS Coll 3	n/a		A	0.23
192	Road B & SV NS Coll 5	n/a		A	0.31
193	Watt Ave & SV CC5 CC6	n/a		A	0.30
194	Watt Ave & SV EW Coll	n/a		A	0.38
195	Road B & SV NS Coll 2	n/a		A	0.08
196	West Side Dr & SV EW Coll	n/a		A	0.27
197	Baseline Rd & SV CC7	n/a		B	0.68
198	Baseline Rd & SV CCBP2	n/a		A	0.58
199	Baseline Rd & SV CC9	n/a		C	0.76
Intersections in Urban Reserve Areas					
200	Watt Ave & Road C	n/a		n/a	
201	West Side Dr & Road C	n/a		n/a	
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		n/a	
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	n/a		n/a	
204	West Side Dr & Nobo Dr (Creekview)	n/a		n/a	
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	n/a		n/a	
P2	Vernon & Douglas/Riverside	B	0.66	B	0.66
P3	Vernon & Grant	A	0.54	A	0.55
P4	Vernon & Judah	A	0.57	A	0.59
P5	Vernon & Lincoln	E*	0.97	E*	0.97
P6	Washington & Main	D*	0.84	D*	0.84
P7	Washington & Oak	B	0.67	B	0.69
P8	Grant & Oak	n/a		n/a	
Notes: BOLD Locations operate at LOS D or worse					
* Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 26
Level of Service D or Worse at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddymment Rd	F	1.10	E	1.00
10	Blue Oaks Bl & Diamond Creek Bl	E	0.92	E	0.99
11	Blue Oaks Bl & Foothills Bl	F	1.25	F	1.32
13	Cirby & Sunrise	F	1.04	F	1.08
14	Cirby Wy & Foothills Bl	F	1.12	F	1.11
16	Cirby Wy & Northridge Dr	D	0.88	E	0.92
18	Cirby Wy & Orlando Av	D	0.89	D	0.89
20	Cirby Wy & Riverside Av	F	1.11	F	1.14
23	Cirby Wy & Vernon St	F	1.24	F	1.27
25	Douglas & Rocky Ridge	D	0.82	D	0.83
28	Douglas & Sunrise	D	0.90	D	0.90
32	Douglas Bl & Harding Bl	E	0.96	E	0.95
36	Douglas Bl & Sierra College Bl	D	0.87	D	0.87
50	Foothills & Baseline/Main	D	0.82	D	0.86
54	Foothills Bl & Roseville Pkwy/HP (Central)	D	0.86	D	0.84
56	Foothills Bl & Junction Bl	C	0.78	D	0.83
57	Foothills Bl & McAnally Dr	D	0.89	D	0.86
58	Foothills Bl & Pleasant Grove Bl	E	0.95	E	0.99
62	Galleria & Berry	D	0.84	D	0.83
63	Galleria & Roseville Pkwy	F	1.01	E	1.00
70	Junction Bl & Baseline Rd	C	0.81	D	0.82
75	Junction Bl & Washington Bl	E	0.91	E	0.94
85	Pleasant Grove & Fairway	E	0.96	E	0.96
86	Pleasant Grove & Fiddymment	D	0.86	D	0.90
93	Pleasant Grove & Roseville Pkwy	F	1.21	F	1.20
95	Pleasant Grove & Wal-Mart/Highland Pointe	D	0.83	D	0.83
96	Pleasant Grove & Washington	D	0.88	D	0.90
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.90	D	0.85
105	Roseville Parkway & Gibson	D	0.84	D	0.84
106	Roseville Parkway & N. Sunrise	E	0.91	E	0.92
109	Roseville Parkway & Taylor	D	0.83	D	0.82
117	Roseville Pw & Sierra College Bl	C	0.81	D	0.82
134	Sunrise & Sandringham/Kensington	D	0.90	E	0.92
141	Woodcreek Oaks & Baseline	D	0.83	D	0.90
153	Stanford Ranch & Sr-65 N/B On	D	0.85	D	0.86

Table 26
Level of Service D or Worse at Roseville Intersections
2025 CIP Plus Project Conditions –PM Peak Hour

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
154	Stanford Ranch/Galleria & Sr-65 S/B On	D	0.82	D	0.82
155	Taylor & Eureka I-80 EB Off	E	0.96	E	0.96
157	I-80 EB Off/Orlando & Riverside Ave	D	0.89	D	0.89
171	Roseville Pkwy & Gibson West	D	0.85	D	0.84
P5	Vernon & Lincoln	E*	0.97	E*	0.97
P6	Washington & Main	D*	0.84	D*	0.84
Total Intersections Operating at LOS D or Worse		37		39*	
Notes: BOLD Locations operate at LOS D or worse					
* Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 27
Number of Roseville Intersections Operating at LOS C or Better
2025 CIP Plus Project Scenario - AM Peak Hour

Level of Service	AM Peak Hour			
	2025 CIP No Project		2025 CIP Plus Proposed Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	157	89.2%	178	89.4%
LOS D	8	4.5%	10	5.0%
LOS E	6	3.4%	8	4.0%
LOS F	5	2.8%	3	1.5%
LOS D-F	19	10.8%	21	10.6%
Total	176	100%	199	100%

Note: a.m. LOS for informational purposes only

Source: DKS Associates, 2009.

Table 28
Number of Roseville Intersections Operating at LOS C or Better
2025 CIP Plus Project Scenario - PM Peak Hour

Level of Service	PM Peak Hour			
	2025 CIP No Project		2025 CIP Plus Proposed Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	139	79.0%	160	80.4%
LOS D	22	12.5%	22	11.1%
LOS E	7	4.0%	11	5.5%
LOS F	8	4.5%	6	3.0%
LOS D-F	37	21.0%	39	19.6%
Total	176	100%	199	100%

Source: DKS Associates, 2009.

Table 29
Roseville Intersections with Degraded Level of Service
2025 CIP Plus Proposed Project Scenario

Intersection		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
5	Blue Oaks & Crocker Ranch	C	0.77	D	0.82
8	Blue Oaks & New Meadow	C	0.81	D	0.87
50	Foothills & Baseline/Main	D	0.90	E	0.96
183	Industrial Ave & Alantown Dr	D	0.90	E	0.91
PM Peak Hour					
16	Cirby Wy & Northridge Dr	D	0.88	E	0.92
56	Foothills Bl & Junction Bl	C	0.78	D	0.83
72	Junction Bl & Baseline Rd	C	0.81	D	0.82
120	Roseville Pkwy & Sierra College Bl	C	0.81	D	0.82
137	Sunrise & Sandringham/Kensington	D	0.90	E	0.92
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) Shaded Locations Indicate Significant LOS Impact					

Source: DKS Associates, 2009.

Table 30 Recommended Intersection Mitigation Measures 2025 CIP Plus Proposed Project			
Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
Blue Oaks & Crocker Ranch	Re-stripe to include two S/B left turn lanes and a separate right turn lane	D	B
Blue Oaks & New Meadow	No feasible mitigation identified	D	D
Foothills & Baseline/Main	Re-stripe S/B through lane to S/B shared through/ left turn lane	D	C
Industrial Ave & Alantown Dr	No feasible mitigation identified	E	E
PM Peak Hour			
Cirby Wy & Northridge Dr	No feasible Mitigation Identified	E	E
Foothills Bl & Junction Bl		D	D
Junction Bl & Baseline Rd		D	D
Roseville Parkway & Sierra College Bl		D	D
Sunrise & Sandringham/Kensington	Add dedicated southbound right turn lane	E	D

Source: DKS Associates, 2009.

Table 31
Level of Service at Placer County Intersections
2025 CIP Plus Proposed Project Scenario

Intersection	LOS Standard	2025 CIP Conditions			
		No Project		Plus Project	
		LOS	V/C or Delay	LOS	V/C
AM Peak Hour					
Watt Ave & Baseline Rd	D	B	0.66	n/a*	
Locust & Baseline	D	A	0.23	A	0.27
Watt Ave & PFE Rd	C	A	0.48	A	0.55
Walerga Rd & PFE Rd	C	E	0.96	E	0.94
West Side & Baseline	D	D	0.88	n/a*	
Market Street & Baseline	D	B	0.60	n/a*	
PM Peak Hour					
Watt Ave & Baseline Rd	D	C	0.71	n/a*	
Locust & Baseline	D	A	0.45	A	0.49
Watt Ave & PFE Rd	C	A	0.55	A	0.54
Walerga Rd & PFE Rd	C	D	0.87	D	0.89
West Side & Baseline	D	C	0.80	n/a*	
Market Street & Baseline	D	B	0.65	n/a*	
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact * With Sierra Vista Specific Plan, These Intersections are in Roseville, not Placer County					

Source: DKS Associates, 2009.

Table 32
Level of Service at Placer County Roadway Segments
2025 CIP Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	2025 CIP Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Baseline Rd W/O Sierra Vista SP	D	6	33,200	B	38,600	C
Watt Ave S/O Baseline	D	6	18,100	A	22,900	A
Walerga Rd S/O Baseline	D	4	34,700	E	37,700	F
PFE E/O Watt Ave	C	2	6,700	A	6,500	A
Fiddymment Rd S/O Athens	C	4	23,600	B	24,600	B

Notes: **BOLD** Locations Do Not Meet LOS Policy
Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2009.

Table 33
Level of Service at Sacramento County Intersections
2025 CIP Plus Proposed Project Scenario

Intersection	LOS Standard	2025 CIP Conditions			
		No Project		Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
Watt Ave & Elverta Rd	E	D	0.82	D	0.87
Walerga Rd & Elverta Rd	E	E	0.92	E	0.90
Watt Ave & Antelope Rd	E	F	1.17	F	1.19
Walerga Rd & Antelope Rd	E	B	0.61	B	0.62
Watt Ave & Elkhorn	E	D	0.84	D	0.86
Walerga Rd & Elkhorn	E	B	0.65	B	0.64
PM Peak Hour					
Watt Ave & Elverta Rd	E	E	0.91	E	0.97
Walerga Rd & Elverta Rd	E	F	1.14	F	1.10
Watt Ave & Antelope Rd	E	F	1.14	F	1.16
Walerga Rd & Antelope Rd	E	D	0.86	D	0.85
Watt Ave & Elkhorn	E	F	1.03	F	1.03
Walerga Rd & Elkhorn	E	D	0.87	D	0.86
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact					

Source: DKS Associates, 2009.

Table 34
Level of Service at Sacramento County Roadway Segments
2025 CIP Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	2025 CIP Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Watt Ave S/O PFE	E	6	45,200	D	50,200	E
Watt Ave S/O Elverta	E	6	39,600	C	40,100	C
Watt Ave S/O Antelope	E	6	36,200	B	37,300	B
Watt Ave S/O Elkhorn	E	6	43,500	D	44,700	D
Walerga Rd S/O PFE	E	4	46,100	F	48,500	F
Walerga Rd S/O Elverta	E	4	31,600	D	32,500	E
Walerga Rd S/O Antelope	E	4	33,200	E	32,900	E
Walerga Rd S/O Elkhorn	E	4	30,800	D	30,600	D
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 35
Level of Service at Sutter County Intersections
2025 CIP Plus Proposed Project Scenario

Intersection	LOS Standard	2025 CIP Conditions			
		No Project		Plus Project	
		LOS	V/C or Delay	LOS	V/C
AM Peak Hour					
Pleasant Grove N & Riego	D	B	0.67	C	0.71
Pleasant Grove S & Riego	D	B	0.62	C	0.66
PM Peak Hour					
Pleasant Grove N & Riego	D	B	0.68	C	0.73
Pleasant Grove S & Riego	D	C	0.75	C	0.77
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact					

Table 36
Level of Service at Sutter County Roadway Segments
2025 CIP Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	2025 CIP Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Riego Rd E/O SR 70-99	D	4	31,100	E	33,900	F
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 37
Level of Service at Rocklin Roadway Segments
2025 CIP Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	2025 CIP Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Lonetree Blvd north of Blue Oaks Blvd	D*	4	35,400	E	35,900	E
Blue Oaks Blvd at Roseville City Limit	D*	4	14,800	A	15,200	A
Pleasant Grove Blvd at Roseville City Limit	C	4	29,800	A	29,100	A
Stanford Ranch Rd at Roseville City Limit	C	4	28,600	A	29,100	A
Notes: * Within ½ Mile of Freeway Ramp BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 38
Level of Service at Signalized Highway Ramp Intersections
2025 CIP Plus Proposed Project Scenario

Intersection	LOS Standard	2025 CIP Conditions			
		No Project		Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.57	A	0.57
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.49	A	0.48
I-80 WB Off & Douglas Blvd	E	C	0.70	C	0.70
I-80 WB On & Atlantic St	E	A	0.42	A	0.42
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.54	A	0.54
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.44	A	0.43
I-80 WB Off & Riverside Ave	E	C	0.73	C	0.72
SR 65 N/B On & Stanford Ranch/Galleria	E	A	0.53	A	0.53
SR 65 S/B On & Stanford Ranch/Galleria	E	A	0.44	A	0.44
I-80 E/B Off & Taylor/Eureka	E	D	0.82	D	0.83
I-80 EB Off/Orlando & Riverside Ave	E	C	0.77	C	0.77
SR 70/99 N/B & Riego Rd	E	A	0.35	A	0.38
SR 70/99 S/B & Riego Rd	E	A	0.14	A	0.14
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.64	B	0.66
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	B	0.63	B	0.65
I-80 WB Off & Douglas Blvd	E	C	0.78	C	0.78
I-80 WB On & Atlantic St	E	A	0.56	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.74	C	0.74
SR 65 S/B Off & Pleasant Grove Blvd	E	C	0.72	C	0.72
I-80 WB Off & Riverside Ave	E	B	0.63	B	0.63
SR 65 N/B On & Stanford Ranch/Galleria	E	D	0.85	D	0.86
SR 65 S/B On & Stanford Ranch/Galleria	E	D	0.82	D	0.82
I-80 E/B Off & Taylor/Eureka	E	E	0.96	E	0.96
I-80 EB Off/Orlando & Riverside Ave	E	D	0.89	D	0.89
SR 70/99 N/B & Riego Rd	E	A	0.33	A	0.33
SR 70/99 S/B & Riego Rd	E	A	0.20	A	0.20
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact					

Source: DKS Associates, 2009.

Table 39
Average Daily Traffic Volumes and LOS on State Highways
2025 CIP Plus Proposed Project

Facility	Segment	Lanes	2025 CIP		2025 CIP Plus Project		
			ADT	LOS	ADT	LOS	% Change
I-80	Sacramento County line to Riverside Ave	8	216,300	F	216,500	F	+0.09%
	Riverside Avenue to Douglas Blvd	6	190,300	F	190,400	F	+0.05%
	Douglas Blvd to Eureka Rd	6	188,500	F	188,500	F	+0.00%
	Eureka Rd to Taylor Rd	8	203,700	F	202,900	F	-0.39%
	Taylor Rd to SR 65	8	192,400	F	191,500	F	-0.47%
SR 65	I-80 to Galleria Blvd	6	135,700	F	136,500	F	+0.59%
	Galleria Blvd to Pleasant Grove Blvd	6	138,500	F	139,000	F	+0.36%
	Pleasant Grove Blvd to Blue Oaks Blvd	6	129,200	F	128,700	F	-0.39%
	Blue Oaks Blvd to Sunset Blvd	4	123,900	F	124,200	F	+0.24%
SR 70/99	Sankey Rd to Riego Rd	4	61,200	C	61,400	C	+0.33%
	Riego Rd to Elverta Rd	4	86,000	F	88,100	F	+2.44%
	Elverta Rd to Elkhorn Blvd	4	85,100	F	87,000	F	+2.23%

Notes:
 Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x
 Highway segments operating at LOS F are **BOLD**.
 Impacts are **Shaded**
 Volumes Exclude Carpool Lanes

Source: DKS Associates, 2009

Table 40
Level of Service at Roseville Intersections
Cumulative Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.43	A	0.42
2	Atlantic & Wills	C	0.75	C	0.72
3	Atlantic St & Yosemite St	A	0.54	A	0.49
4	Baseline Rd & Fiddymment Rd	F	1.01	D	0.89
5	Blue Oaks & Crocker Ranch	C	0.77	A	0.59
6	Blue Oaks & Del Webb	A	0.50	A	0.49
7	Blue Oaks & Fiddymment	C	0.74	D	0.87
8	Blue Oaks & New Meadow	C	0.81	B	0.62
9	Blue Oaks & Orchard View	A	0.51	A	0.48
10	Blue Oaks Bl & Diamond Creek Bl	C	0.75	B	0.67
11	Blue Oaks Bl & Foothills Bl	F	1.02	D	0.90
12	Blue Oaks Bl & Woodcreek Oaks Bl	E	0.95	C	0.73
13	Cirby & Sunrise	E	0.92	E	0.91
14	Cirby Wy & Foothills Bl	E	0.95	E	0.94
15	Cirby Wy & Melody Ln	A	0.54	A	0.54
16	Cirby Wy & Northridge Dr	C	0.77	C	0.77
17	Cirby Wy & Oak Ridge Dr	A	0.55	A	0.54
18	Cirby Wy & Orlando Av	E	0.94	E	0.94
19	Cirby Wy & Parkview Dr	B	0.60	A	0.59
20	Cirby Wy & Riverside Av	F	1.03	F	1.04
21	Cirby Wy & Rocky Ridge Dr	A	0.43	A	0.42
22	Cirby Wy & San Simeon Dr	B	0.60	B	0.61
23	Cirby Wy & Vernon St	E	0.99	E	0.98
24	Douglas & Eureka	A	0.53	A	0.54
25	Douglas & Rocky Ridge	B	0.61	B	0.60
26	Douglas & Santa Clara	A	0.56	A	0.56
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	C	0.70	B	0.69
29	Douglas & Target	A	0.43	A	0.43
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.76
31	Douglas Bl & Folsom Rd	A	0.48	A	0.47
32	Douglas Bl & Harding Bl	B	0.64	B	0.61
33	Douglas Bl & Judah St	A	0.30	A	0.28
34	Douglas Bl & Keehner Av	A	0.50	A	0.47
35	Douglas Bl & Park Dr	A	0.36	A	0.34
36	Douglas Bl & Sierra College Bl	C	0.75	C	0.75

Table 40
Level of Service at Roseville Intersections
Cumulative Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
37	Eureka & Lead Hill	A	0.47	A	0.48
38	Eureka & N. Sunrise	A	0.57	A	0.59
39	Eureka & Rocky Ridge	A	0.54	A	0.55
40	Eureka Rd & Ashland Dr	A	0.37	A	0.36
41	Eureka Rd & Deer Valley Apts	A	0.37	A	0.39
42	Fairway & Central Park/Lowes	A	0.44	A	0.45
43	Fairway & Cortina Circle	A	0.28	A	0.29
44	Fairway & Five Star	A	0.40	A	0.40
45	Fairway & Home Depot	A	0.51	A	0.52
46	Fairway & Target/Rosehall	A	0.58	A	0.58
47	Fiddymment & Del Webb/Village Green	B	0.62	B	0.61
48	Fiddymment & Hayden Pkwy (North)	A	0.48	B	0.63
49	Fiddymment & Hayden Pkwy (South)	A	0.58	A	0.50
50	Foothills & Baseline/Main	D	0.90	D	0.85
51	Foothills & Misty Wood/NEC	A	0.58	A	0.55
52	Foothills Bl & Albertsons Dr	A	0.53	A	0.53
53	Foothills Bl & Atkinson Rd	A	0.50	A	0.50
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.77	C	0.77
55	Foothills Bl & HP (South)	C	0.74	C	0.70
56	Foothills Bl & Junction Bl	C	0.74	B	0.67
57	Foothills Bl & McAnally Dr	A	0.56	A	0.52
58	Foothills Bl & Pleasant Grove Bl	D	0.85	C	0.79
59	Foothills Blvd & Rand/Pilgrims	A	0.53	A	0.53
60	Foothills Bl & Vineyard Rd	B	0.64	B	0.64
61	Galleria & Antelope Creek	A	0.43	A	0.45
62	Galleria & Berry	B	0.65	B	0.63
63	Galleria & Roseville Pkwy	C	0.79	C	0.78
64	Harding & Wills	B	0.63	B	0.66
65	Harding Bl & Estates Dr	A	0.45	A	0.41
66	Harding Bl & Lead Hill Bl	C	0.70	B	0.66
67	Harding Bl & Roseville Square	A	0.34	A	0.33
68	Junction & Stonecrest/Magenta	A	0.55	A	0.45
69	Junction Bl & Americana Dr	A	0.45	A	0.34
70	Junction Bl & Baseline Rd	B	0.61	A	0.51
71	Junction Bl & Country Club Dr	C	0.70	B	0.60
72	Junction Bl & Park Regency Dr	B	0.61	A	0.52
73	Junction Bl & Porter Dr	A	0.54	A	0.43
74	Junction Bl & Revere Dr	A	0.41	A	0.30
75	Junction Bl & Washington Bl	A	0.52	A	0.45

Table 40
Level of Service at Roseville Intersections
Cumulative Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
76	Junction Bl & Woodcreek Oaks Bl	B	0.65	A	0.55
77	Lead Hill Bl & N Sunrise Av	A	0.52	A	0.52
78	Lead Hill Bl & Rocky Ridge Dr	A	0.43	A	0.45
79	Lead Hill Bl & Wal-Mart	A	0.25	A	0.26
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.44	A	0.43
82	N. Sunrise & Sierra Gardens	A	0.48	A	0.47
83	Olympus Dr & Europa St	A	0.12	A	0.14
84	PFE & Hilltop	A	0.30	A	0.30
85	Pleasant Grove & Fairway	A	0.56	A	0.55
86	Pleasant Grove & Fiddymment	C	0.73	B	0.69
87	Pleasant Grove & Gold Coast/Hallissy	B	0.68	B	0.63
88	Pleasant Grove & Highland Park	A	0.34	A	0.32
89	Pleasant Grove & Market	A	0.29	A	0.29
90	Pleasant Grove & Michener	A	0.54	A	0.46
91	Pleasant Grove & Monument	A	0.30	A	0.33
92	Pleasant Grove & Rose Creek	A	0.50	A	0.42
93	Pleasant Grove & Roseville Pkwy	F	1.02	E	0.98
94	Pleasant Grove & Sun City	A	0.53	A	0.44
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	A	0.53
96	Pleasant Grove & Washington	D	0.82	C	0.81
97	Pleasant Grove Bl & Country Club Dr	B	0.66	B	0.65
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.64	A	0.58
99	Rocky Ridge Dr & Maidu Dr	A	0.55	A	0.54
100	Rocky Ridge Dr & McLaren Dr	A	0.52	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.54	A	0.56
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.52
105	Roseville Parkway & Gibson	D	0.88	D	0.88
106	Roseville Parkway & N. Sunrise	C	0.76	C	0.75
107	Roseville Parkway & Reserve	A	0.53	A	0.54
108	Roseville Parkway & Secret Ravine	A	0.55	A	0.55
109	Roseville Parkway & Taylor	D	0.89	D	0.88
110	Roseville Parkway & West Mall	A	0.47	A	0.46
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.52	A	0.53
113	Roseville Pw & Lead Hill/Orvietto	B	0.60	B	0.61
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.42

Table 40
Level of Service at Roseville Intersections
Cumulative Conditions –AM Peak Hour

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>2025 CIP Conditions</i>		<i>Cumulative Conditions</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
115	Roseville Pw & Olympus Dr	A	0.55	A	0.56
116	Roseville Pw & Rocky Ridge Dr	A	0.46	A	0.47
117	Roseville Pw & Sierra College Bl	A	0.53	A	0.52
118	Roseville Pw & Trestle Rd	A	0.55	A	0.54
119	Roseville Pw & Village/Slate Creek	A	0.46	A	0.46
120	Roseville Pw & Washington Bl	B	0.68	B	0.63
121	S Cirby Wy & Champion Oaks Dr	A	0.53	A	0.52
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.52	A	0.51
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.61	B	0.62
127	Sierra College Bl & Indigo Creek Apts	A	0.46	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.57
129	Sierra College Bl & Olympus Dr	B	0.62	B	0.63
130	Stanford Ranch & Fairway	A	0.49	A	0.49
131	Stanford Ranch & Five Star	A	0.40	A	0.39
132	Stanford Ranch & Highland Park	A	0.31	A	0.31
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.60	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.66
137	Sunrise Av & Oak Ridge Dr	A	0.41	A	0.40
138	Washington & Diamond Oaks	B	0.66	B	0.60
139	Washington & Sawtell/Derek	A	0.55	A	0.49
140	Washington Bl & Hallissy Dr	A	0.51	A	0.47
141	Woodcreek Oaks & Baseline	E	0.92	D	0.82
142	Woodcreek Oaks & Canevari/Arsenault	A	0.44	A	0.42
143	Woodcreek Oaks & Horncastle	A	0.57	A	0.55
144	Woodcreek Oaks & McAnally	D	0.86	C	0.71
145	Woodcreek Oaks & Trailee	B	0.67	B	0.61
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.57	A	0.50
147	Washington Blvd & Blue Oaks Blvd	A	0.49	A	0.46
148	I-80 WB Off & Douglas Blvd	C	0.70	C	0.71
149	I-80 WB On & Atlantic St	A	0.42	A	0.44
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.54	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.44	A	0.40
152	I-80 WB Off & Riverside Ave	C	0.73	C	0.71
153	Stanford Ranch & Sr-65 N/B On	A	0.53	A	0.53

Table 40
Level of Service at Roseville Intersections
Cumulative Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.44	A	0.42
155	Taylor & Eureka I-80 EB Off	D	0.82	D	0.85
156	Fairway & Highland Park	A	0.40	A	0.49
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	C	0.76
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.24	A	0.23
159	Washington Blvd & Industrial	B	0.60	B	0.60
160	Foothills Blvd & HP Far South/ NEC	C	0.74	C	0.72
161	Blue Oaks Blvd & Wood Meadow	B	0.69	A	0.59
162	Gibson Rd & New Convention Center Rd	A	0.48	A	0.49
163	Blue Oaks Blvd & West Side Dr	A	0.12	A	0.44
164	Blue Oaks Blvd & Hayden Pkwy	A	0.51	A	0.49
165	Fiddymment Rd & Westhills Dr	C	0.76	C	0.72
166	Pleasant Grove Blvd & West Side Dr	A	0.27	A	0.33
167	Fiddymment Rd & Westlake Dr	B	0.61	A	0.59
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.32	A	0.23
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.40	A	0.51
170	Industrial Ave & Alantown Dr	D	0.90	C	0.79
171	Roseville Pkwy & Gibson West	F	1.01	F	1.01
172	Washington Blvd & All America	A	0.46	A	0.43
173	Cirby & Cottonwood	A	0.54	A	0.53
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	B	0.69	A	0.56
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	n/a		A	0.48
204	West Side Dr & Nobo Dr (Creekview)	n/a		A	0.39
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	n/a		n/a	
P2	Vernon & Douglas/Riverside	A	0.52	A	0.53
P3	Vernon & Grant	A	0.41	A	0.39
P4	Vernon & Judah	A	0.46	A	0.45
P5	Vernon & Lincoln	A	0.55	A	0.52
P6	Washington & Main	A	0.56	C	0.54
P7	Washington & Oak	A	0.52	B	0.52
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse a.m. LOS for informational purposes only					

Table 41
Level of Service at Roseville Intersections
Cumulative Conditions – PM Peak Hour

Intersection		PM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
1	Atlantic & Tiger/Center	A	0.48	A	0.44
2	Atlantic & Wills	C	0.77	C	0.75
3	Atlantic St & Yosemite St	B	0.65	B	0.62
4	Baseline Rd & Fiddymment Rd	F	1.10	E	1.00
5	Blue Oaks & Crocker Ranch	B	0.68	C	0.71
6	Blue Oaks & Del Webb	A	0.55	A	0.52
7	Blue Oaks & Fiddymment	D	0.82	C	0.70
8	Blue Oaks & New Meadow	C	0.72	B	0.63
9	Blue Oaks & Orchard View	A	0.54	A	0.51
10	Blue Oaks Bl & Diamond Creek Bl	E	0.92	C	0.74
11	Blue Oaks Bl & Foothills Bl	F	1.25	D	0.90
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.74	C	0.78
13	Cirby & Sunrise	F	1.04	F	1.05
14	Cirby Wy & Foothills Bl	F	1.12	F	1.12
15	Cirby Wy & Melody Ln	B	0.63	B	0.62
16	Cirby Wy & Northridge Dr	D	0.88	D	0.88
17	Cirby Wy & Oak Ridge Dr	C	0.71	B	0.69
18	Cirby Wy & Orlando Av	D	0.89	D	0.89
19	Cirby Wy & Parkview Dr	A	0.53	A	0.52
20	Cirby Wy & Riverside Av	F	1.11	F	1.09
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.63
22	Cirby Wy & San Simeon Dr	B	0.62	B	0.62
23	Cirby Wy & Vernon St	F	1.24	F	1.23
24	Douglas & Eureka	B	0.67	B	0.68
25	Douglas & Rocky Ridge	D	0.82	D	0.82
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.68	B	0.68
28	Douglas & Sunrise	D	0.90	D	0.90
29	Douglas & Target	B	0.68	B	0.68
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.74
31	Douglas Bl & Folsom Rd	B	0.62	B	0.60
32	Douglas Bl & Harding Bl	E	0.96	E	0.93
33	Douglas Bl & Judah St	A	0.52	A	0.50
34	Douglas Bl & Keehner Av	A	0.49	A	0.47
35	Douglas Bl & Park Dr	A	0.41	A	0.41
36	Douglas Bl & Sierra College Bl	D	0.87	D	0.88
37	Eureka & Lead Hill	A	0.53	A	0.54
38	Eureka & N. Sunrise	C	0.75	C	0.75
39	Eureka & Rocky Ridge	C	0.73	C	0.74

Table 41
Level of Service at Roseville Intersections
Cumulative Conditions – PM Peak Hour

		PM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
40	Eureka Rd & Ashland Dr	A	0.45	A	0.44
41	Eureka Rd & Deer Valley Apts	A	0.40	A	0.42
42	Fairway & Central Park/Lowes	A	0.52	A	0.54
43	Fairway & Cortina Circle	A	0.47	A	0.50
44	Fairway & Five Star	A	0.44	A	0.45
45	Fairway & Home Depot	A	0.51	A	0.52
46	Fairway & Target/Rosehall	A	0.45	A	0.49
47	Fiddymment & Del Webb/Village Green	B	0.66	A	0.58
48	Fiddymment & Hayden Pkwy (North)	B	0.61	B	0.66
49	Fiddymment & Hayden Pkwy (South)	A	0.59	A	0.57
50	Foothills & Baseline/Main	D	0.82	D	0.84
51	Foothills & Misty Wood/NEC	A	0.56	A	0.53
52	Foothills Bl & Albertsons Dr	B	0.66	B	0.65
53	Foothills Bl & Atkinson Rd	A	0.52	A	0.53
54	Foothills Bl & Roseville Pkwy/HP (Central)	D	0.86	C	0.74
55	Foothills Bl & HP (South)	A	0.54	A	0.52
56	Foothills Bl & Junction Bl	C	0.78	C	0.79
57	Foothills Bl & McAnally Dr	D	0.89	C	0.81
58	Foothills Bl & Pleasant Grove Bl	E	0.95	D	0.85
59	Foothills Blvd & Rand/Pilgrims	B	0.61	B	0.61
60	Foothills Bl & Vineyard Rd	C	0.78	C	0.77
61	Galleria & Antelope Creek	B	0.66	B	0.65
62	Galleria & Berry	D	0.84	D	0.84
63	Galleria & Roseville Pkwy	F	1.01	F	1.01
64	Harding & Wills	C	0.79	C	0.75
65	Harding Bl & Estates Dr	C	0.71	B	0.67
66	Harding Bl & Lead Hill Bl	C	0.79	C	0.77
67	Harding Bl & Roseville Square	B	0.63	B	0.62
68	Junction & Stonecrest/Magenta	A	0.49	A	0.45
69	Junction Bl & Americana Dr	A	0.50	A	0.39
70	Junction Bl & Baseline Rd	C	0.81	C	0.72
71	Junction Bl & Country Club Dr	B	0.66	B	0.64
72	Junction Bl & Park Regency Dr	A	0.55	A	0.48
73	Junction Bl & Porter Dr	B	0.63	A	0.52
74	Junction Bl & Revere Dr	A	0.59	A	0.40
75	Junction Bl & Washington Bl	E	0.91	D	0.83
76	Junction Bl & Woodcreek Oaks Bl	B	0.60	A	0.51
77	Lead Hill Bl & N Sunrise Av	C	0.74	C	0.71
78	Lead Hill Bl & Rocky Ridge Dr	B	0.64	B	0.64
79	Lead Hill Bl & Wal-Mart	A	0.41	A	0.43

Table 41
Level of Service at Roseville Intersections
Cumulative Conditions – PM Peak Hour

		PM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
80	N Sunrise Av & Automall Dr	A	0.53	A	0.53
81	N Sunrise Av & Stone Point Dr	B	0.60	B	0.61
82	N. Sunrise & Sierra Gardens	B	0.63	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.20
84	PFE & Hilltop	A	0.44	A	0.42
85	Pleasant Grove & Fairway	E	0.96	D	0.87
86	Pleasant Grove & Fiddymont	D	0.86	D	0.85
87	Pleasant Grove & Gold Coast/Hallissy	C	0.76	C	0.73
88	Pleasant Grove & Highland Park	A	0.56	A	0.50
89	Pleasant Grove & Market	A	0.28	A	0.33
90	Pleasant Grove & Michener	B	0.67	A	0.57
91	Pleasant Grove & Monument	A	0.40	A	0.43
92	Pleasant Grove & Rose Creek	B	0.68	A	0.59
93	Pleasant Grove & Roseville Pkwy	F	1.21	F	1.13
94	Pleasant Grove & Sun City	B	0.61	A	0.52
95	Pleasant Grove & Wal-Mart/Highland Pointe	D	0.83	C	0.78
96	Pleasant Grove & Washington	D	0.88	C	0.77
97	Pleasant Grove Bl & Country Club Dr	B	0.62	B	0.68
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.90	D	0.82
99	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.60
100	Rocky Ridge Dr & McLaren Dr	A	0.50	A	0.49
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.27	A	0.29
103	Roseville Parkway & Chase	C	0.78	C	0.81
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.79
105	Roseville Parkway & Gibson	D	0.84	D	0.83
106	Roseville Parkway & N. Sunrise	E	0.91	E	0.91
107	Roseville Parkway & Reserve	C	0.80	C	0.77
108	Roseville Parkway & Secret Ravine	C	0.74	C	0.76
109	Roseville Parkway & Taylor	D	0.83	D	0.84
110	Roseville Parkway & West Mall	A	0.59	A	0.58
111	Roseville Pw & Alexandra Dr	B	0.61	B	0.62
112	Roseville Pw & Eureka Rd	C	0.70	C	0.71
113	Roseville Pw & Lead Hill/Orvietto	B	0.65	B	0.66
114	Roseville Pw & N Cirby Wy	A	0.49	A	0.51
115	Roseville Pw & Olympus Dr	B	0.61	B	0.63
116	Roseville Pw & Rocky Ridge Dr	B	0.60	B	0.63
117	Roseville Pw & Sierra College Bl	C	0.81	C	0.79
118	Roseville Pw & Trestle Rd	B	0.65	B	0.60
119	Roseville Pw & Village/Slate Creek	A	0.52	A	0.51

Table 41
Level of Service at Roseville Intersections
Cumulative Conditions – PM Peak Hour

		PM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
120	Roseville Pw & Washington Bl	C	0.76	B	0.67
121	S Cirby Wy & Champion Oaks Dr	A	0.55	A	0.52
122	S Cirby Wy & Old Auburn Rd	C	0.74	C	0.73
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.60	B	0.60
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.57
127	Sierra College Bl & Indigo Creek Apts	C	0.80	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.79	C	0.78
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.64	B	0.64
131	Stanford Ranch & Five Star	B	0.62	A	0.59
132	Stanford Ranch & Highland Park	A	0.54	A	0.51
133	Sunrise & Coloma	C	0.74	C	0.73
134	Sunrise & Sandringham/Kensington	D	0.90	D	0.89
135	Sunrise & Sun Tree/Kensington	C	0.70	C	0.70
136	Sunrise Av & Frances Dr	B	0.61	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.47	A	0.45
138	Washington & Diamond Oaks	C	0.76	B	0.68
139	Washington & Sawtell/Derek	C	0.81	C	0.73
140	Washington Bl & Hallissy Dr	A	0.45	A	0.38
141	Woodcreek Oaks & Baseline	D	0.83	C	0.80
142	Woodcreek Oaks & Canevari/Arsenault	B	0.64	B	0.60
143	Woodcreek Oaks & Horncastle	B	0.62	A	0.59
144	Woodcreek Oaks & McAnally	C	0.76	A	0.59
145	Woodcreek Oaks & Trailee	A	0.55	A	0.49
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.64	C	0.79
147	Washington Blvd & Blue Oaks Blvd	B	0.63	B	0.67
148	I-80 WB Off & Douglas Blvd	C	0.78	C	0.80
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.74	B	0.69
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.72	B	0.66
152	I-80 WB Off & Riverside Ave	B	0.63	B	0.60
153	Stanford Ranch & Sr-65 N/B On	D	0.85	D	0.84
154	Stanford Ranch/Galleria & Sr-65 S/B On	D	0.82	C	0.81
155	Taylor & Eureka I-80 EB Off	E	0.96	E	0.97
156	Fairway & Highland Park	B	0.60	C	0.74
157	I-80 EB Off/Orlando & Riverside Ave	D	0.89	D	0.90
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.42	A	0.41

Table 41
Level of Service at Roseville Intersections
Cumulative Conditions – PM Peak Hour

Intersection		PM Peak Hour			
		2025 CIP Conditions		Cumulative Conditions	
ID	Intersection Name	LOS	V/C	LOS	V/C
159	Washington Blvd & Industrial	C	0.70	B	0.66
160	Foothills Blvd & HP Far South/ NEC	B	0.69	B	0.64
161	Blue Oaks Blvd & Wood Meadow	C	0.70	A	0.58
162	Gibson Rd & New Convention Center Rd	B	0.68	B	0.67
163	Blue Oaks Blvd & West Side Dr	A	0.19	A	0.42
164	Blue Oaks Blvd & Hayden Pkwy	A	0.47	A	0.44
165	Fiddymment Rd & Westhills Dr	C	0.76	C	0.70
166	Pleasant Grove Blvd & West Side Dr	A	0.31	A	0.43
167	Fiddymment Rd & Westlake Dr	B	0.61	A	0.58
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.25	A	0.17
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.40	A	0.58
170	Industrial Ave & Alantown Dr	C	0.81	C	0.75
171	Roseville Pkwy & Gibson West	D	0.85	D	0.86
172	Washington Blvd & All America	A	0.53	A	0.56
173	Cirby & Cottonwood	A	0.43	A	0.42
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddymment Rd & Fiddymment Ranch EW Rd	C	0.71	C	0.73
176	Douglas Blvd & I-80 EB On	C	0.73	C	0.72
Creekview Intersections					
228	West Side Dr & Parkway One	n/a		A	0.51
229	West Side Dr & Nobo Dr	n/a		A	0.52
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	n/a		n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	B	0.66	B	0.66
P3	Vernon & Grant (Ped Overlay)	A	0.54	A	0.53
P4	Vernon & Judah (Ped Overlay)	A	0.57	A	0.56
P5	Vernon & Lincoln (Ped Overlay)	E*	0.97	D*	0.85
P6	Washington & Main (Ped Overlay)	D*	0.84	C	0.79
P7	Washington & Oak (Ped Overlay)	B	0.67	B	0.67
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only * Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 42
Level of Service D or Worse at Roseville Intersections
Cumulative Conditions

Intersection		Cumulative No Project Conditions			
		AM Peak Hour		PM Peak Hour	
ID	Intersection Name	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddymment Rd	D	0.89	E	1.00
7	Blue Oaks & Fiddymment	D	0.87	C	0.70
11	Blue Oaks Bl & Foothills Bl	D	0.90	D	0.90
13	Cirby & Sunrise	E	0.91	F	1.05
14	Cirby Wy & Foothills Bl	E	0.94	F	1.12
16	Cirby Wy & Northridge Dr	C	0.77	D	0.88
18	Cirby Wy & Orlando Av	E	0.94	D	0.89
20	Cirby Wy & Riverside Av	F	1.04	F	1.09
23	Cirby Wy & Vernon St	E	0.98	F	1.23
25	Douglas & Rocky Ridge	B	0.60	D	0.82
28	Douglas & Sunrise	B	0.69	D	0.90
32	Douglas Bl & Harding Bl	B	0.61	E	0.93
36	Douglas Bl & Sierra College Bl	C	0.75	D	0.88
50	Foothills & Baseline/Main	D	0.85	D	0.84
58	Foothills Bl & Pleasant Grove Bl	C	0.79	D	0.85
62	Galleria & Berry	B	0.63	D	0.84
63	Galleria & Roseville Pkwy	C	0.78	F	1.01
75	Junction Bl & Washington Bl	A	0.45	D	0.83
85	Pleasant Grove & Fairway	A	0.55	D	0.87
86	Pleasant Grove & Fiddymment	B	0.69	D	0.85
93	Pleasant Grove & Roseville Pkwy	E	0.98	F	1.13
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.58	D	0.82
105	Roseville Parkway & Gibson	D	0.88	D	0.83
106	Roseville Parkway & N. Sunrise	C	0.75	E	0.91
109	Roseville Parkway & Taylor	D	0.88	D	0.84
134	Sunrise & Sandringham/Kensington	A	0.59	D	0.89
141	Woodcreek Oaks & Baseline	D	0.82	C	0.80
153	Stanford Ranch & Sr-65 N/B On	A	0.53	D	0.84
155	Taylor & Eureka I-80 EB Off	D	0.85	E	0.97
157	I-80 EB Off/Orlando & Riverside Ave	C	0.76	D	0.90
171	Roseville Pkwy & Gibson West	F	1.01	D	0.86
P5	Vernon & Lincoln	A	0.52	D*	0.85
Intersections Operating at LOS D or Worse		15		29*	
Note: BOLD Locations do not meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only * Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 43**Key LOS Differences at Roseville Signalized Intersections
Cumulative No Project vs. 2025 CIP No Project - AM Peak Hour**

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>2025 CIP</i>		<i>Cumulative</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Improved LOS					
4	Baseline Rd & Fiddymment Rd	F	1.01	D	0.89
11	Blue Oaks Bl & Foothills Bl	F	1.02	D	0.90
12	Blue Oaks Bl & Woodcreek Oaks Bl	E	0.95	C	0.73
58	Foothills Bl & Pleasant Grove Bl	D	0.85	C	0.79
93	Pleasant Grove & Roseville Pkwy	F	1.02	E	0.98
96	Pleasant Grove & Washington	D	0.82	C	0.81
141	Woodcreek Oaks & Baseline	E	0.92	D	0.82
144	Woodcreek Oaks & Mcanally	D	0.86	C	0.71
170	Industrial Ave & Alantown Dr	F	1.01	C	0.79
Degraded LOS					
7	Blue Oaks & Fiddymment	C	0.74	D	0.87
Notes: BOLD Locations Do Not Meet LOS C Policy (p.m. peak hour only) a.m. LOS for informational purposes only					

Source: DKS Associates, 2009.

Table 44**Key LOS Differences at Roseville Signalized Intersections****Cumulative No Project vs. 2025 CIP No Project - PM Peak Hour**

Intersection		PM Peak Hour			
		2025 CIP		Cumulative	
ID	Intersection Name	LOS	V/C	LOS	V/C
Improved LOS					
4	Baseline Rd & Fiddymment Rd	F	1.10	E	1.00
7	Blue Oaks & Fiddymment	D	0.82	C	0.70
10	Blue Oaks Bl & Diamond Creek Bl	E	0.92	C	0.74
11	Blue Oaks Bl & Foothills Bl	F	1.25	D	0.90
54	Foothills Bl & Roseville Pkwy/HP (Central)	D	0.86	C	0.74
57	Foothills Bl & Mcanally Dr	D	0.89	C	0.81
58	Foothills Bl & Pleasant Grove Bl	E	0.95	D	0.85
75	Junction Bl & Washington Bl	E	0.91	D	0.83
85	Pleasant Grove & Fairway	E	0.96	D	0.87
95	Pleasant Grove & Wal-Mart/Highland Pointe	D	0.83	C	0.78
96	Pleasant Grove & Washington	D	0.88	C	0.77
141	Woodcreek Oaks & Baseline	D	0.83	C	0.80
154	Stanford Ranch/Galleria & Sr-65 S/B On	D	0.82	C	0.81
P5	Vernon & Lincoln (Ped Overlay)	E*	0.97	D*	0.85
P6	Washington & Main (Ped Overlay)	D*	0.84	C	0.79
Degraded LOS					
	None Identified				
Notes: BOLD Locations Do Not Meet LOS C Policy (p.m. peak hour only) * Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 45
Number of Roseville Intersections Operating at LOS C or Better
Cumulative No Project Scenario - AM Peak Hour

Level of Service	AM Peak Hour			
	2025 CIP No Project		Cumulative No Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	157	89.2%	163	91.6%
LOS D	8	4.5%	8	4.5%
LOS E	6	3.4%	5	2.8%
LOS F	5	2.8%	2	1.1%
LOS D-F	19	10.8%	15	8.4%
Total	176	100%	178	100%

Note: Excludes intersections in Pedestrian Overlay Zone
a.m. LOS for informational purposes only

Source: DKS Associates, 2009.

Table 46
Number of Roseville Intersections Operating at LOS C or Better
Cumulative No Project Scenario - PM Peak Hour

Level of Service	PM Peak Hour			
	2025 CIP No Project		Cumulative No Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	139	79.0%	149	83.7%
LOS D	22	12.5%	19	10.7%
LOS E	7	4.0%	4	2.2%
LOS F	8	4.5%	6	3.4%
LOS D-F	37	21.0%	30	16.3%
Total	176	100%	178	100%

Note: Excludes intersections in Pedestrian Overlay Zone

Source: DKS Associates, 2009.

Table 47
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –AM Peak Hour

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.42	A	0.43
2	Atlantic & Wills	C	0.72	C	0.72
3	Atlantic St & Yosemite St	A	0.49	A	0.51
4	Baseline Rd & Fiddymment Rd	D	0.89	D	0.84
5	Blue Oaks & Crocker Ranch	A	0.59	A	0.59
6	Blue Oaks & Del Webb	A	0.49	A	0.53
7	Blue Oaks & Fiddymment	D	0.87	D	0.89
8	Blue Oaks & New Meadow	B	0.62	B	0.64
9	Blue Oaks & Orchard View	A	0.48	A	0.52
10	Blue Oaks Bl & Diamond Creek Bl	B	0.67	B	0.69
11	Blue Oaks Bl & Foothills Bl	D	0.90	D	0.88
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.73	C	0.72
13	Cirby & Sunrise	E	0.91	D	0.90
14	Cirby Wy & Foothills Bl	E	0.94	E	0.99
15	Cirby Wy & Melody Ln	A	0.54	A	0.57
16	Cirby Wy & Northridge Dr	C	0.77	C	0.77
17	Cirby Wy & Oak Ridge Dr	A	0.54	A	0.54
18	Cirby Wy & Orlando Av	E	0.94	E	0.93
19	Cirby Wy & Parkview Dr	A	0.59	A	0.58
20	Cirby Wy & Riverside Av	F	1.04	F	1.04
21	Cirby Wy & Rocky Ridge Dr	A	0.42	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.61	B	0.61
23	Cirby Wy & Vernon St	E	0.98	E	0.98
24	Douglas & Eureka	A	0.54	A	0.53
25	Douglas & Rocky Ridge	B	0.60	B	0.60
26	Douglas & Santa Clara	A	0.56	A	0.57
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	B	0.69	B	0.68
29	Douglas & Target	A	0.43	A	0.43
30	Douglas Bl & E Roseville Pw	C	0.76	C	0.77
31	Douglas Bl & Folsom Rd	A	0.47	A	0.48
32	Douglas Bl & Harding Bl	B	0.61	B	0.62
33	Douglas Bl & Judah St	A	0.28	A	0.29
34	Douglas Bl & Keehner Av	A	0.47	A	0.48
35	Douglas Bl & Park Dr	A	0.34	A	0.35
36	Douglas Bl & Sierra College Bl	C	0.75	C	0.75
37	Eureka & Lead Hill	A	0.48	A	0.48

Table 47
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –AM Peak Hour

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
38	Eureka & N. Sunrise	A	0.59	A	0.59
39	Eureka & Rocky Ridge	A	0.55	A	0.54
40	Eureka Rd & Ashland Dr	A	0.36	A	0.37
41	Eureka Rd & Deer Valley Apts	A	0.39	A	0.40
42	Fairway & Central Park/Lowes	A	0.45	A	0.45
43	Fairway & Cortina Circle	A	0.29	A	0.28
44	Fairway & Five Star	A	0.40	A	0.40
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.58	A	0.57
47	Fiddymment & Del Webb/Village Green	B	0.61	B	0.67
48	Fiddymment & Hayden Pkwy (North)	B	0.63	B	0.64
49	Fiddymment & Hayden Pkwy (South)	A	0.50	A	0.54
50	Foothills & Baseline/Main	D	0.85	E	0.94
51	Foothills & Misty Wood/NEC	A	0.55	A	0.54
52	Foothills Bl & Albertsons Dr	A	0.53	A	0.52
53	Foothills Bl & Atkinson Rd	A	0.50	A	0.54
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.77	C	0.75
55	Foothills Bl & HP (South)	C	0.70	B	0.68
56	Foothills Bl & Junction Bl	B	0.67	C	0.71
57	Foothills Bl & McAnally Dr	A	0.52	A	0.52
58	Foothills Bl & Pleasant Grove Bl	C	0.79	D	0.82
59	Foothills Blvd & Rand/Pilgrims	A	0.53	A	0.51
60	Foothills Bl & Vineyard Rd	B	0.64	B	0.66
61	Galleria & Antelope Creek	A	0.45	A	0.45
62	Galleria & Berry	B	0.63	B	0.65
63	Galleria & Roseville Pkwy	C	0.78	C	0.79
64	Harding & Wills	B	0.66	B	0.67
65	Harding Bl & Estates Dr	A	0.41	A	0.41
66	Harding Bl & Lead Hill Bl	B	0.66	B	0.66
67	Harding Bl & Roseville Square	A	0.33	A	0.33
68	Junction & Stonecrest/Magenta	A	0.45	A	0.55
69	Junction Bl & Americana Dr	A	0.34	A	0.42
70	Junction Bl & Baseline Rd	A	0.51	B	0.63
71	Junction Bl & Country Club Dr	B	0.60	B	0.60
72	Junction Bl & Park Regency Dr	A	0.52	A	0.59
73	Junction Bl & Porter Dr	A	0.43	A	0.47
74	Junction Bl & Revere Dr	A	0.30	A	0.38
75	Junction Bl & Washington Bl	A	0.45	A	0.46
76	Junction Bl & Woodcreek Oaks Bl	A	0.55	A	0.52

Table 47
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –AM Peak Hour

<i>Intersection</i>		<i>Cumulative Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
77	Lead Hill Bl & N Sunrise Av	A	0.52	A	0.53
78	Lead Hill Bl & Rocky Ridge Dr	A	0.45	A	0.46
79	Lead Hill Bl & Wal-Mart	A	0.26	A	0.27
80	N Sunrise Av & Automall Dr	A	0.36	A	0.37
81	N Sunrise Av & Stone Point Dr	A	0.43	A	0.45
82	N. Sunrise & Sierra Gardens	A	0.47	A	0.47
83	Olympus Dr & Europa St	A	0.14	A	0.13
84	PFE & Hilltop	A	0.30	A	0.29
85	Pleasant Grove & Fairway	A	0.55	A	0.55
86	Pleasant Grove & Fiddymment	B	0.69	C	0.75
87	Pleasant Grove & Gold Coast/Hallissy	B	0.63	B	0.67
88	Pleasant Grove & Highland Park	A	0.32	A	0.32
89	Pleasant Grove & Market	A	0.29	A	0.48
90	Pleasant Grove & Michener	A	0.46	A	0.58
91	Pleasant Grove & Monument	A	0.33	A	0.42
92	Pleasant Grove & Rose Creek	A	0.42	A	0.54
93	Pleasant Grove & Roseville Pkwy	E	0.98	E	0.98
94	Pleasant Grove & Sun City	A	0.44	A	0.56
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.53	A	0.52
96	Pleasant Grove & Washington	C	0.81	D	0.85
97	Pleasant Grove Bl & Country Club Dr	B	0.65	B	0.62
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.58	B	0.63
99	Rocky Ridge Dr & Maidu Dr	A	0.54	A	0.54
100	Rocky Ridge Dr & McLaren Dr	A	0.52	A	0.51
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.59
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.56	A	0.59
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.53
105	Roseville Parkway & Gibson	D	0.88	D	0.89
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.75
107	Roseville Parkway & Reserve	A	0.54	A	0.55
108	Roseville Parkway & Secret Ravine	A	0.55	A	0.55
109	Roseville Parkway & Taylor	D	0.88	D	0.85
110	Roseville Parkway & West Mall	A	0.46	A	0.46
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.53	B	0.60
113	Roseville Pw & Lead Hill/Orvietto	B	0.61	B	0.61
114	Roseville Pw & N Cirby Wy	A	0.42	A	0.42
115	Roseville Pw & Olympus Dr	A	0.56	A	0.57

Table 47
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –AM Peak Hour

<i>Intersection</i>		<i>Cumulative Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
116	Roseville Pw & Rocky Ridge Dr	A	0.47	A	0.47
117	Roseville Pw & Sierra College Bl	A	0.52	A	0.52
118	Roseville Pw & Trestle Rd	A	0.54	A	0.52
119	Roseville Pw & Village/Slate Creek	A	0.46	A	0.46
120	Roseville Pw & Washington Bl	B	0.63	A	0.59
121	S Cirby Wy & Champion Oaks Dr	A	0.52	A	0.51
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.51	A	0.51
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.62	B	0.63
127	Sierra College Bl & Indigo Creek Apts	A	0.45	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.56
129	Sierra College Bl & Olympus Dr	B	0.63	B	0.63
130	Stanford Ranch & Fairway	A	0.49	A	0.49
131	Stanford Ranch & Five Star	A	0.39	A	0.39
132	Stanford Ranch & Highland Park	A	0.31	A	0.32
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	A	0.59	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.65
137	Sunrise Av & Oak Ridge Dr	A	0.40	A	0.39
138	Washington & Diamond Oaks	B	0.60	B	0.61
139	Washington & Sawtell/Derek	A	0.49	A	0.50
140	Washington Bl & Hallissy Dr	A	0.47	A	0.45
141	Woodcreek Oaks & Baseline	D	0.82	D	0.85
142	Woodcreek Oaks & Canevari/Arsenault	A	0.42	A	0.41
143	Woodcreek Oaks & Horncastle	A	0.55	A	0.54
144	Woodcreek Oaks & McAnally	C	0.71	C	0.74
145	Woodcreek Oaks & Trailee	B	0.61	A	0.57
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.50	A	0.49
147	Washington Blvd & Blue Oaks Blvd	A	0.46	A	0.44
148	I-80 WB Off & Douglas Blvd	C	0.71	C	0.71
149	I-80 WB On & Atlantic St	A	0.44	A	0.45
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.52	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.40	A	0.40
152	I-80 WB Off & Riverside Ave	C	0.71	C	0.71
153	Stanford Ranch & Sr-65 N/B On	A	0.53	A	0.52
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.42	A	0.42

Table 47
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –AM Peak Hour

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
155	Taylor & Eureka I-80 EB Off	D	0.85	D	0.84
156	Fairway & Highland Park	A	0.49	A	0.48
157	I-80 EB Off/Orlando & Riverside Ave	C	0.76	C	0.76
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.23	A	0.23
159	Washington Blvd & Industrial	B	0.60	B	0.60
160	Foothills Blvd & HP Far South/ NEC	C	0.72	C	0.70
161	Blue Oaks Blvd & Wood Meadow	A	0.59	B	0.60
162	Gibson Rd & New Convention Center Rd	A	0.49	A	0.48
163	Blue Oaks Blvd & West Side Dr	A	0.44	A	0.35
164	Blue Oaks Blvd & Hayden Pkwy	A	0.49	A	0.52
165	Fiddymment Rd & Westhills Dr	C	0.72	B	0.69
166	Pleasant Grove Blvd & West Side Dr	A	0.33	A	0.59
167	Fiddymment Rd & Westlake Dr	A	0.59	A	0.48
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.23	A	0.23
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.51	A	0.51
170	Industrial Ave & Alantown Dr	C	0.79	C	0.79
171	Roseville Pkwy & Gibson West	F	1.01	F	1.01
172	Washington Blvd & All America	A	0.43	A	0.48
173	Cirby & Cottonwood	A	0.53	A	0.52
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	A	0.56	A	0.58
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	n/a		A	0.56
178	Watt Ave & Road A	n/a		A	0.49
179	Watt Ave & Road B	n/a		A	0.43
180	Watt Ave & Baseline Rd	n/a		C	0.70
181	West Side Dr & Road A	n/a		A	0.45
182	West Side Dr & Road B	n/a		A	0.45
183	West Side Dr & Baseline Rd	n/a		C	0.78
184	Market St & Road B	n/a		A	0.28
185	Market St & Baseline Rd	n/a		B	0.60
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.51
187	Upland Dr & Road B	n/a		A	0.28
188	Upland Dr & Baseline Rd	n/a		A	0.48
189	Baseline Rd & CMU4 Entrance	n/a		A	0.50
190	West Side Dr & SV EW Coll	n/a		A	0.45
191	Road B & SV NS Coll 3	n/a		A	0.18

Table 47
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –AM Peak Hour

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
192	Road B & SV NS Coll 5	n/a		A	0.26
193	Watt Ave & SV CC5 CC6	n/a		A	0.41
194	Watt Ave & SV EW Coll	n/a		A	0.50
195	Road B & SV NS Coll 2	n/a		A	0.07
196	West Side Dr & SV EW Coll	n/a		A	0.34
197	Baseline Rd & SV CC7	n/a		A	0.45
198	Baseline Rd & SV CCBP2	n/a		A	0.45
199	Baseline Rd & SV CC9	n/a		A	0.43
Intersections in Urban Reserve Area					
200	Watt Ave & Road C	n/a		A	0.45
201	West Side Dr & Road C	n/a		A	0.41
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		A	0.22
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	A	0.48	A	0.53
204	West Side Dr & Nobo Dr (Creekview)	A	0.39	A	0.46
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	n/a		n/a	
P2	Vernon & Douglas/Riverside	B	0.53	A	0.52
P3	Vernon & Grant	A	0.39	A	0.40
P4	Vernon & Judah	A	0.45	A	0.45
P5	Vernon & Lincoln	A	0.52	A	0.53
P6	Washington & Main	C	0.54	A	0.55
P7	Washington & Oak	B	0.52	A	0.52
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse a.m. LOS for informational purposes only					

Source: DKS Associates, 2009.

Table 48
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –PM Peak Hour

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.44	A	0.44
2	Atlantic & Wills	C	0.75	C	0.75
3	Atlantic St & Yosemite St	B	0.62	B	0.63
4	Baseline Rd & Fiddymment Rd	E	1.00	E	0.93
5	Blue Oaks & Crocker Ranch	C	0.71	C	0.78
6	Blue Oaks & Del Webb	A	0.52	A	0.55
7	Blue Oaks & Fiddymment	C	0.70	C	0.72
8	Blue Oaks & New Meadow	B	0.63	B	0.62
9	Blue Oaks & Orchard View	A	0.51	A	0.54
10	Blue Oaks Bl & Diamond Creek Bl	C	0.74	C	0.78
11	Blue Oaks Bl & Foothills Bl	D	0.90	D	0.90
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.78	C	0.71
13	Cirby & Sunrise	F	1.05	F	1.06
14	Cirby Wy & Foothills Bl	F	1.12	F	1.13
15	Cirby Wy & Melody Ln	B	0.62	B	0.62
16	Cirby Wy & Northridge Dr	D	0.88	E	0.91
17	Cirby Wy & Oak Ridge Dr	B	0.69	C	0.70
18	Cirby Wy & Orlando Av	D	0.89	D	0.89
19	Cirby Wy & Parkview Dr	A	0.52	A	0.52
20	Cirby Wy & Riverside Av	F	1.09	F	1.12
21	Cirby Wy & Rocky Ridge Dr	B	0.63	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.62	B	0.64
23	Cirby Wy & Vernon St	F	1.23	F	1.26
24	Douglas & Eureka	B	0.68	B	0.68
25	Douglas & Rocky Ridge	D	0.82	D	0.82
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.68	B	0.68
28	Douglas & Sunrise	D	0.90	D	0.90
29	Douglas & Target	B	0.68	B	0.68
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.74
31	Douglas Bl & Folsom Rd	B	0.60	B	0.61
32	Douglas Bl & Harding Bl	E	0.93	E	0.94
33	Douglas Bl & Judah St	A	0.50	A	0.48
34	Douglas Bl & Keehner Av	A	0.47	A	0.47
35	Douglas Bl & Park Dr	A	0.41	A	0.40
36	Douglas Bl & Sierra College Bl	D	0.88	D	0.88
37	Eureka & Lead Hill	A	0.54	A	0.55

Table 48
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –PM Peak Hour

<i>Intersection</i>		<i>Cumulative Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
38	Eureka & N. Sunrise	C	0.75	C	0.77
39	Eureka & Rocky Ridge	C	0.74	C	0.75
40	Eureka Rd & Ashland Dr	A	0.44	A	0.45
41	Eureka Rd & Deer Valley Apts	A	0.42	A	0.42
42	Fairway & Central Park/Lowes	A	0.54	A	0.54
43	Fairway & Cortina Circle	A	0.50	A	0.49
44	Fairway & Five Star	A	0.45	A	0.45
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.49	A	0.48
47	Fiddymment & Del Webb/Village Green	A	0.58	B	0.64
48	Fiddymment & Hayden Pkwy (North)	B	0.66	B	0.65
49	Fiddymment & Hayden Pkwy (South)	A	0.57	A	0.57
50	Foothills & Baseline/Main	D	0.84	D	0.85
51	Foothills & Misty Wood/NEC	A	0.53	A	0.53
52	Foothills Bl & Albertsons Dr	B	0.65	B	0.66
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.56
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.74	C	0.74
55	Foothills Bl & HP (South)	A	0.52	A	0.51
56	Foothills Bl & Junction Bl	C	0.79	C	0.80
57	Foothills Bl & McAnally Dr	C	0.81	C	0.79
58	Foothills Bl & Pleasant Grove Bl	D	0.85	E	0.91
59	Foothills Blvd & Rand/Pilgrims	B	0.61	A	0.59
60	Foothills Bl & Vineyard Rd	C	0.77	C	0.81
61	Galleria & Antelope Creek	B	0.65	B	0.65
62	Galleria & Berry	D	0.84	D	0.86
63	Galleria & Roseville Pkwy	F	1.01	F	1.02
64	Harding & Wills	C	0.75	C	0.78
65	Harding Bl & Estates Dr	B	0.67	B	0.68
66	Harding Bl & Lead Hill Bl	C	0.77	C	0.77
67	Harding Bl & Roseville Square	B	0.62	B	0.62
68	Junction & Stonecrest/Magenta	A	0.45	A	0.46
69	Junction Bl & Americana Dr	A	0.39	A	0.45
70	Junction Bl & Baseline Rd	C	0.72	C	0.77
71	Junction Bl & Country Club Dr	B	0.64	A	0.59
72	Junction Bl & Park Regency Dr	A	0.48	A	0.53
73	Junction Bl & Porter Dr	A	0.52	A	0.56
74	Junction Bl & Revere Dr	A	0.40	A	0.46
75	Junction Bl & Washington Bl	D	0.83	D	0.85
76	Junction Bl & Woodcreek Oaks Bl	A	0.51	A	0.59

Table 48
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –PM Peak Hour

<i>Intersection</i>		<i>Cumulative Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
77	Lead Hill Bl & N Sunrise Av	C	0.71	C	0.70
78	Lead Hill Bl & Rocky Ridge Dr	B	0.64	B	0.63
79	Lead Hill Bl & Wal-Mart	A	0.43	A	0.42
80	N Sunrise Av & Automall Dr	A	0.53	A	0.53
81	N Sunrise Av & Stone Point Dr	B	0.61	A	0.59
82	N. Sunrise & Sierra Gardens	B	0.62	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.20
84	PFE & Hilltop	A	0.42	A	0.43
85	Pleasant Grove & Fairway	D	0.87	D	0.86
86	Pleasant Grove & Fiddymment	D	0.85	E	1.00
87	Pleasant Grove & Gold Coast/Hallissy	C	0.73	C	0.78
88	Pleasant Grove & Highland Park	A	0.50	A	0.50
89	Pleasant Grove & Market	A	0.33	A	0.53
90	Pleasant Grove & Michener	A	0.57	B	0.69
91	Pleasant Grove & Monument	A	0.43	A	0.45
92	Pleasant Grove & Rose Creek	A	0.59	C	0.70
93	Pleasant Grove & Roseville Pkwy	F	1.13	F	1.13
94	Pleasant Grove & Sun City	A	0.52	B	0.64
95	Pleasant Grove & Wal-Mart/Highland Pointe	C	0.78	C	0.78
96	Pleasant Grove & Washington	C	0.77	D	0.82
97	Pleasant Grove Bl & Country Club Dr	B	0.68	A	0.58
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.82	D	0.84
100	Rocky Ridge Dr & Maidu Dr	B	0.60	A	0.59
100	Rocky Ridge Dr & McLaren Dr	A	0.49	A	0.49
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.29	A	0.27
103	Roseville Parkway & Chase	C	0.81	D	0.83
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.79
105	Roseville Parkway & Gibson	D	0.83	D	0.84
106	Roseville Parkway & N. Sunrise	E	0.91	E	0.92
107	Roseville Parkway & Reserve	C	0.77	C	0.79
108	Roseville Parkway & Secret Ravine	C	0.76	C	0.77
109	Roseville Parkway & Taylor	D	0.84	D	0.85
110	Roseville Parkway & West Mall	A	0.58	A	0.58
111	Roseville Pw & Alexandra Dr	B	0.62	B	0.63
112	Roseville Pw & Eureka Rd	C	0.71	C	0.71
113	Roseville Pw & Lead Hill/Orvietto	B	0.66	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.51	A	0.50
115	Roseville Pw & Olympus Dr	B	0.63	B	0.63

Table 48
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –PM Peak Hour

<i>Intersection</i>		<i>Cumulative Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
116	Roseville Pw & Rocky Ridge Dr	B	0.63	B	0.62
117	Roseville Pw & Sierra College Bl	C	0.79	C	0.81
118	Roseville Pw & Trestle Rd	B	0.60	A	0.59
119	Roseville Pw & Village/Slate Creek	A	0.51	A	0.51
120	Roseville Pw & Washington Bl	B	0.67	B	0.63
121	S Cirby Wy & Champion Oaks Dr	A	0.52	A	0.52
122	S Cirby Wy & Old Auburn Rd	C	0.73	C	0.73
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.60	A	0.59
126	Sierra College Bl & Eureka Rd	A	0.57	A	0.58
127	Sierra College Bl & Indigo Creek Apts	C	0.79	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.78	C	0.78
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.64	B	0.64
131	Stanford Ranch & Five Star	A	0.59	A	0.59
132	Stanford Ranch & Highland Park	A	0.51	A	0.52
133	Sunrise & Coloma	C	0.73	C	0.73
134	Sunrise & Sandringham/Kensington	D	0.89	D	0.90
135	Sunrise & Sun Tree/Kensington	C	0.70	C	0.70
136	Sunrise Av & Frances Dr	B	0.62	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.45	A	0.46
138	Washington & Diamond Oaks	B	0.68	C	0.71
139	Washington & Sawtell/Derek	C	0.73	C	0.75
140	Washington Bl & Hallissy Dr	A	0.38	A	0.37
141	Woodcreek Oaks & Baseline	C	0.80	D	0.90
142	Woodcreek Oaks & Canevari/Arsenault	B	0.60	A	0.55
143	Woodcreek Oaks & Horncastle	A	0.59	A	0.54
144	Woodcreek Oaks & McAnally	A	0.59	B	0.61
145	Woodcreek Oaks & Trailee	A	0.49	A	0.45
146	SR 65 N/B Off & Blue Oaks Blvd	C	0.79	C	0.79
147	Washington Blvd & Blue Oaks Blvd	B	0.67	B	0.66
148	I-80 WB Off & Douglas Blvd	C	0.80	C	0.81
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	B	0.69	B	0.69
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.66	B	0.66
152	I-80 WB Off & Riverside Ave	B	0.60	B	0.61
153	Stanford Ranch & Sr-65 N/B On	D	0.84	D	0.84
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.81	C	0.81

Table 48
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –PM Peak Hour

<i>Intersection</i>		<i>Cumulative Conditions</i>			
		<i>No Project</i>		<i>Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
155	Taylor & Eureka I-80 EB Off	E	0.97	E	0.97
156	Fairway & Highland Park	C	0.74	C	0.72
157	I-80 EB Off/Orlando & Riverside Ave	D	0.90	E	0.91
Future CIP Intersections					
158	Roseville Pkwy & Old Auburn	A	0.41	A	0.41
159	Washington Blvd & Industrial	B	0.66	B	0.65
160	Foothills Blvd & HP Far South/ NEC	B	0.64	B	0.64
161	Blue Oaks Blvd & Wood Meadow	A	0.58	A	0.58
162	Gibson Rd & New Convention Center Rd	B	0.67	B	0.67
163	Blue Oaks Blvd & West Side Dr	A	0.42	A	0.31
164	Blue Oaks Blvd & Hayden Pkwy	A	0.44	A	0.53
165	Fiddymment Rd & Westhills Dr	C	0.70	B	0.69
166	Pleasant Grove Blvd & West Side Dr	A	0.43	B	0.63
167	Fiddymment Rd & Westlake Dr	A	0.58	A	0.41
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.17	A	0.17
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.58	A	0.58
170	Industrial Ave & Alantown Dr	C	0.75	C	0.74
171	Roseville Pkwy & Gibson West	D	0.86	D	0.86
172	Washington Blvd & All America	A	0.56	A	0.58
173	Cirby & Cottonwood	A	0.42	A	0.42
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddymment Rd & Fiddymment Ranch EW Rd	C	0.73	C	0.72
176	Douglas Blvd & I-80 EB On	C	0.72	C	0.72
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	n/a		C	0.74
178	Watt Ave & Road A	n/a		A	0.52
179	Watt Ave & Road B	n/a		A	0.49
180	Watt Ave & Baseline Rd	n/a		D	0.82
181	West Side Dr & Road A	n/a		A	0.48
182	West Side Dr & Road B	n/a		B	0.63
183	West Side Dr & Baseline Rd	n/a		C	0.80
184	Market St & Road B	n/a		A	0.25
185	Market St & Baseline Rd	n/a		B	0.63
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.51
187	Upland Dr & Road B	n/a		A	0.33
188	Upland Dr & Baseline Rd	n/a		A	0.57
189	Baseline Rd & CMU4 Entrance	n/a		A	0.58
190	West Side Dr & SV EW Coll	n/a		A	0.55
191	Road B & SV NS Coll 3	n/a		A	0.17

Table 48
Level of Service at Roseville Intersections
Cumulative Plus Project Conditions –PM Peak Hour

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
192	Road B & SV NS Coll 5	n/a		A	0.23
193	Watt Ave & SV CC5 CC6	n/a		A	0.54
194	Watt Ave & SV EW Coll	n/a		A	0.53
195	Road B & SV NS Coll 2	n/a		A	0.06
196	West Side Dr & SV EW Coll	n/a		A	0.36
197	Baseline Rd & SV CC7	n/a		B	0.61
198	Baseline Rd & SV CCBP2	n/a		A	0.56
199	Baseline Rd & SV CC9	n/a		C	0.70
Intersections in Urban Reserve Areas					
200	Watt Ave & Road C	n/a		A	0.54
201	West Side Dr & Road C	n/a		A	0.40
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		A	0.24
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	A	0.51	A	0.54
204	West Side Dr & Nobo Dr (Creekview)	A	0.52	A	0.56
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	n/a		n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	B	0.66	B	0.65
P3	Vernon & Grant (Ped Overlay)	A	0.53	A	0.54
P4	Vernon & Judah (Ped Overlay)	A	0.56	A	0.58
P5	Vernon & Lincoln (Ped Overlay)	D*	0.85	D*	0.87
P6	Washington & Main (Ped Overlay)	C	0.79	C	0.78
P7	Washington & Oak (Ped Overlay)	B	0.67	B	0.69
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse					
* Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 49
Number of Roseville Intersections Operating at LOS C or Better
Cumulative Plus Project Scenario - AM Peak Hour

Level of Service	AM Peak Hour			
	Cumulative No Project		Cumulative Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	163	91.6%	187	91.7%
LOS D	8	4.5%	10	4.9%
LOS E	5	2.8%	5	2.5%
LOS F	2	1.1%	2	1.0%
LOS D-F	15	8.4%	17	8.3%
Total	178	100%	204	100%

Note: Excludes intersections in Pedestrian Overlay Zone
a.m. LOS for informational purposes only

Source: DKS Associates, 2009.

Table 50
Number of Roseville Intersections Operating at LOS C or Better
Cumulative Plus Project Scenario - PM Peak Hour

Level of Service	PM Peak Hour			
	Cumulative No Project		Cumulative Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	149	83.7%	171	83.8%
LOS D	19	10.7%	19	9.3%
LOS E	4	2.2%	8	3.9%
LOS F	6	3.4%	6	2.9%
LOS D-F	30	16.3%	33	16.2%
Total	178	100%	204	100%

Note: Excludes intersections in Pedestrian Overlay Zone

Source: DKS Associates, 2009.

Table 51
Roseville Intersections with Significant Level of Service Impacts
Cumulative Plus Proposed Project Scenario

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
50	Foothills & Baseline/Main	D	0.85	E	0.94
58	Foothills Bl & Pleasant Grove Bl	C	0.79	D*	0.82
96	Pleasant Grove & Washington	C	0.81	D*	0.85
PM Peak Hour					
16	Cirby Wy & Northridge Dr	D	0.88	E	0.91
58	Foothills Bl & Pleasant Grove Bl	D	0.85	E*	0.91
86	Pleasant Grove & Fiddymont	D	0.85	E	1.00
96	Pleasant Grove & Washington	C	0.77	D*	0.82
103	Roseville Parkway & Chase	C	0.81	D	0.83
141	Woodcreek Oaks & Baseline	C	0.80	D*	0.90
157	I-80 EB Off/Orlando & Riverside Ave	D	0.90	E	0.91
180	Watt Ave & Baseline Rd	n/a		D	0.82
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change * Previously Adopted Findings of Overriding Consideration by City of Roseville					

Source: DKS Associates, 2009.

Table 52 Recommended Intersection Mitigation Measures Cumulative Plus Proposed Project			
Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
Foothills Bl & Baseline/ Main	No feasible mitigation identified	E	E
Foothills Bl & Pleasant Grove Bl	No mitigation required: adopted finding of overriding consideration	D	D
Pleasant Grove & Washington	No mitigation required: adopted finding of overriding consideration	D	D
PM Peak Hour			
Cirby Wy & Northridge Dr	No feasible mitigation identified	E	E
Foothills Bl & Pleasant Grove Bl	No mitigation required: adopted finding of overriding consideration	E	E
Pleasant Grove & Fiddymment	No feasible mitigation identified	E	E
Pleasant Grove & Washington	No mitigation required: adopted finding of overriding consideration	D	D
Roseville Parkway & Chase	Provide overlap phase for northbound right turns	D	C
Woodcreek Oaks & Baseline	No mitigation required: adopted finding of overriding consideration	D	D
I-80 EB Off/Orlando & Riverside Ave	No feasible mitigation identified	E	E
Watt Ave & Baseline Rd	Provide triple eastbound and westbound left turn lanes	D	C

Source: DKS Associates, 2009.

Table 53
Level of Service at Placer County Intersections
Cumulative Plus Proposed Project Scenario

Intersection	LOS Standard	Cumulative Conditions			
		No Project		Plus Project	
		LOS	V/C or Delay	LOS	V/C
AM Peak Hour					
Watt Ave & Baseline Rd	D	B	0.64	n/a*	
Locust & Baseline	D	A	0.25	A	0.32
Watt Ave & PFE Rd	C	A	0.51	B	0.64
Walerga Rd & PFE Rd	C	E	0.93	E	0.91
West Side & Baseline	D	D	0.84	n/a*	
Market Street & Baseline	D	A	0.48	n/a*	
PM Peak Hour					
Watt Ave & Baseline Rd	D	D	0.80	n/a*	
Locust & Baseline	D	A	0.46	A	0.54
Watt Ave & PFE Rd	C	A	0.51	A	0.58
Walerga Rd & PFE Rd	C	D	0.83	E	0.93
West Side & Baseline	D	B	0.68	n/a*	
Market Street & Baseline	D	A	0.55	n/a*	
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change * With Sierra Vista Specific Plan, These Intersections are in Roseville, not Placer County					

Source: DKS Associates, 2009.

Table 54
Level of Service at Placer County Roadway Segments
Cumulative Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Baseline Rd W/O Sierra Vista SP	D	6	35,400	B	42,800	C
Watt Ave S/O Baseline	D	6	27,700	A	29,800	A
Walerga Rd S/O Baseline	D	4	36,500	F	38,700	F
PFE E/O Watt Ave	C	2	6,000	A	8,400	A
Fiddymment Rd S/O Athens	C	4	32,800	E	33,100	D
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change						

Source: DKS Associates, 2009.

Table 55
Level of Service at Sacramento County Intersections
Cumulative Plus Proposed Project Scenario

Intersection	LOS Standard	Cumulative Conditions			
		No Project		Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
Watt Ave & Elverta Rd	E	D	0.87	D	0.89
Walerga Rd & Elverta Rd	E	D	0.90	D	0.88
Watt Ave & Antelope Rd	E	F	1.18	F	1.17
Walerga Rd & Antelope Rd	E	B	0.60	B	0.61
Watt Ave & Elkhorn	E	D	0.84	D	0.86
Walerga Rd & Elkhorn	E	B	0.65	B	0.65
PM Peak Hour					
Watt Ave & Elverta Rd	E	E	0.92	F	1.01
Walerga Rd & Elverta Rd	E	F	1.10	F	1.10
Watt Ave & Antelope Rd	E	F	1.19	F	1.26
Walerga Rd & Antelope Rd	E	D	0.83	D	0.85
Watt Ave & Elkhorn	E	E	0.99	F	1.03
Walerga Rd & Elkhorn	E	D	0.86	D	0.88
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change					

Source: DKS Associates, 2009.

Table 56
Level of Service at Sacramento County Roadway Segments
Cumulative Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Watt Ave S/O PFE	E	6	48,100	D	52,100	E
Watt Ave S/O Elverta	E	6	40,000	C	40,100	C
Watt Ave S/O Antelope	E	6	37,200	B	38,400	C
Watt Ave S/O Elkhorn	E	6	44,500	D	46,500	D
Walerga Rd S/O PFE	E	4	47,400	F	50,400	F
Walerga Rd S/O Elverta	E	4	32,200	D	33,000	E
Walerga Rd S/O Antelope	E	4	33,100	E	32,900	E
Walerga Rd S/O Elkhorn	E	4	31,300	D	30,500	D
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change						

Source: DKS Associates, 2009.

Table 57
Level of Service at Sutter County Intersections
Cumulative Plus Proposed Project Scenario

Intersection	LOS Standard	Cumulative Conditions			
		No Project		Plus Project	
		LOS	V/C or Delay	LOS	V/C
AM Peak Hour					
Pleasant Grove N & Riego	D	B	0.62	B	0.69
Pleasant Grove S & Riego	D	B	0.63	B	0.61
PM Peak Hour					
Pleasant Grove N & Riego	D	B	0.61	B	0.68
Pleasant Grove S & Riego	D	C	0.71	C	0.72
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change * With Sierra Vista Specific Plan, These Intersections are in Roseville, not Placer County					

Source: DKS Associates, 2009.

Table 58
Level of Service at Sutter County Roadway Segments
Cumulative Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Riego Rd E/O SR 70-99	D	4	31,500	E	34,800	F
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change						

Source: DKS Associates, 2009.

Table 59
Level of Service at Rocklin Roadway Segments
Cumulative Plus Proposed Project Scenario

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Lonetree Blvd north of Blue Oaks Blvd	D*	4	29,600	D	29,300	D
Blue Oaks Blvd at Roseville City Limit	D*	4	11,900	A	12,100	A
Pleasant Grove Blvd at Roseville City Limit	C	4	27,400	A	27,000	A
Stanford Ranch Rd at Roseville City Limit	C	4	26,600	A	26,800	A
Notes: * Within ½ Mile of Freeway Ramp BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Source: DKS Associates, 2009.

Table 60
Level of Service at Signalized Highway Ramp Intersections
Cumulative Plus Proposed Project Scenario

Intersection	LOS Standard	Cumulative Conditions			
		No Project		Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.50	A	0.49
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.46	A	0.44
I-80 WB Off & Douglas Blvd	E	C	0.71	C	0.71
I-80 WB On & Atlantic St	E	A	0.44	A	0.45
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.52	A	0.52
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.40	A	0.40
I-80 WB Off & Riverside Ave	E	C	0.71	C	0.71
SR 65 N/B On & Stanford Ranch/Galleria	E	A	0.53	A	0.52
SR 65 S/B On & Stanford Ranch/Galleria	E	A	0.42	A	0.42
I-80 E/B Off & Taylor/Eureka	E	D	0.85	D	0.84
I-80 EB Off/Orlando & Riverside Ave	E	C	0.76	C	0.76
SR 70/99 N/B & Riego Rd	E	A	0.51	A	0.55
SR 70/99 S/B & Riego Rd	E	A	0.14	A	0.13
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	C	0.79	C	0.79
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	B	0.67	B	0.66
I-80 WB Off & Douglas Blvd	E	C	0.80	C	0.81
I-80 WB On & Atlantic St	E	A	0.56	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	B	0.69	B	0.69
SR 65 S/B Off & Pleasant Grove Blvd	E	B	0.66	B	0.66
I-80 WB Off & Riverside Ave	E	B	0.60	B	0.61
SR 65 N/B On & Stanford Ranch/Galleria	E	D	0.84	D	0.84
SR 65 S/B On & Stanford Ranch/Galleria	E	C	0.81	C	0.81
I-80 E/B Off & Taylor/Eureka	E	E	0.97	E	0.97
I-80 EB Off/Orlando & Riverside Ave	E	D	0.90	E	0.91
SR 70/99 N/B & Riego Rd	E	A	0.47	A	0.49
SR 70/99 S/B & Riego Rd	E	A	0.19	A	0.19
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change					

Source: DKS Associates, 2009.

Table 61
Average Daily Traffic Volumes and LOS on State Highways
Cumulative Plus Proposed Project

Facility	Segment	Lanes	Cumulative		Cumulative Plus Project		
			ADT	LOS	ADT	LOS	% Change
I-80	Sacramento County line to Riverside Ave	8	213,200	F	214,300	F	+0.52%
	Riverside Avenue to Douglas Blvd	6	187,200	F	187,800	F	+0.32%
	Douglas Blvd to Eureka Rd	6	186,100	F	187,000	F	+0.48%
	Eureka Rd to Taylor Rd	8	201,400	F	202000	F	+0.30%
	Taylor Rd to SR 65	8	190,300	F	191000	F	+0.37%
SR 65	I-80 to Galleria Blvd	6	136,300	F	137,200	F	+0.66%
	Galleria Blvd to Pleasant Grove Blvd	6	141,200	F	141,800	F	+0.42%
	Pleasant Grove Blvd to Blue Oaks Blvd	6	131,400	F	131,200	F	-0.15%
	Blue Oaks Blvd to Sunset Blvd	4	121,300	F	121,200	F	-0.08%
SR 70/99	Sankey Rd to Riego Rd	4	60,400	C	60,400	C	0.00%
	Riego Rd to Elverta Rd	4	86,400	F	88,600	F	+2.55%
	Elverta Rd to Elkhorn Blvd	4	86,100	F	87,500	F	+1.63%

Notes:

Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Volumes Exclude Carpool Lanes

Source: DKS Associates, 2009

Table 62**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –AM Peak Hour**

		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.42	A	0.43
2	Atlantic & Wills	C	0.74	C	0.73
3	Atlantic St & Yosemite St	A	0.51	A	0.52
4	Baseline Rd & Fiddymment Rd	F	1.08	D	0.84
5	Blue Oaks & Crocker Ranch	B	0.62	B	0.63
6	Blue Oaks & Del Webb	A	0.45	A	0.57
7	Blue Oaks & Fiddymment	E	0.93	D	0.89
8	Blue Oaks & New Meadow	B	0.65	B	0.68
9	Blue Oaks & Orchard View	A	0.45	A	0.49
10	Blue Oaks Bl & Diamond Creek Bl	B	0.65	C	0.70
11	Blue Oaks Bl & Foothills Bl	E	0.95	E	0.93
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.80	C	0.76
13	Cirby & Sunrise	E	0.91	E	0.91
14	Cirby Wy & Foothills Bl	E	0.96	E	1.00
15	Cirby Wy & Melody Ln	A	0.54	A	0.57
16	Cirby Wy & Northridge Dr	C	0.78	C	0.78
17	Cirby Wy & Oak Ridge Dr	A	0.55	A	0.54
18	Cirby Wy & Orlando Av	E	0.94	E	0.93
19	Cirby Wy & Parkview Dr	A	0.59	A	0.59
20	Cirby Wy & Riverside Av	F	1.04	F	1.05
21	Cirby Wy & Rocky Ridge Dr	A	0.42	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.60	B	0.60
23	Cirby Wy & Vernon St	E	0.99	E	0.99
24	Douglas & Eureka	A	0.54	A	0.53
25	Douglas & Rocky Ridge	B	0.61	B	0.61
26	Douglas & Santa Clara	A	0.56	A	0.57
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	B	0.69	B	0.69
29	Douglas & Target	A	0.43	A	0.44
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.77
31	Douglas Bl & Folsom Rd	A	0.48	A	0.49
32	Douglas Bl & Harding Bl	B	0.62	B	0.62
33	Douglas Bl & Judah St	A	0.29	A	0.30
34	Douglas Bl & Keehner Av	A	0.49	A	0.49
35	Douglas Bl & Park Dr	A	0.35	A	0.36
36	Douglas Bl & Sierra College Bl	C	0.76	C	0.76
37	Eureka & Lead Hill	A	0.48	A	0.48

Table 62**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –AM Peak Hour**

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
38	Eureka & N. Sunrise	A	0.58	A	0.58
39	Eureka & Rocky Ridge	A	0.55	A	0.54
40	Eureka Rd & Ashland Dr	A	0.38	A	0.37
41	Eureka Rd & Deer Valley Apts	A	0.38	A	0.39
42	Fairway & Central Park/Lowes	A	0.45	A	0.45
43	Fairway & Cortina Circle	A	0.29	A	0.28
44	Fairway & Five Star	A	0.40	A	0.40
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.59	A	0.57
47	Fiddymment & Del Webb/Village Green	B	0.67	C	0.71
48	Fiddymment & Hayden Pkwy (North)	C	0.70	B	0.66
49	Fiddymment & Hayden Pkwy (South)	A	0.59	A	0.58
50	Foothills & Baseline/Main	D	0.88	E	0.96
51	Foothills & Misty Wood/NEC	A	0.57	A	0.55
52	Foothills Bl & Albertsons Dr	A	0.53	A	0.53
53	Foothills Bl & Atkinson Rd	A	0.51	A	0.54
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.80	C	0.78
55	Foothills Bl & HP (South)	C	0.72	B	0.69
56	Foothills Bl & Junction Bl	C	0.72	C	0.74
57	Foothills Bl & McAnally Dr	A	0.55	A	0.54
58	Foothills Bl & Pleasant Grove Bl	D	0.82	D	0.85
59	Foothills Blvd & Rand/Pilgrims	A	0.55	A	0.52
60	Foothills Bl & Vineyard Rd	B	0.67	B	0.66
61	Galleria & Antelope Creek	A	0.45	A	0.45
62	Galleria & Berry	B	0.66	B	0.65
63	Galleria & Roseville Pkwy	C	0.79	C	0.80
64	Harding & Wills	B	0.65	B	0.67
65	Harding Bl & Estates Dr	A	0.42	A	0.42
66	Harding Bl & Lead Hill Bl	B	0.68	B	0.67
67	Harding Bl & Roseville Square	A	0.33	A	0.33
68	Junction & Stonecrest/Magenta	A	0.52	B	0.60
69	Junction Bl & Americana Dr	A	0.36	A	0.44
70	Junction Bl & Baseline Rd	A	0.59	B	0.65
71	Junction Bl & Country Club Dr	B	0.66	B	0.62
72	Junction Bl & Park Regency Dr	B	0.60	B	0.63
73	Junction Bl & Porter Dr	A	0.47	A	0.50
74	Junction Bl & Revere Dr	A	0.32	A	0.41
75	Junction Bl & Washington Bl	A	0.49	A	0.48
76	Junction Bl & Woodcreek Oaks Bl	B	0.67	A	0.56

Table 62**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –AM Peak Hour**

		Cumulative Conditions			
		No Project		Plus Project	
Intersection					
ID	Intersection Name	LOS	V/C	LOS	V/C
77	Lead Hill Bl & N Sunrise Av	A	0.53	A	0.53
78	Lead Hill Bl & Rocky Ridge Dr	A	0.46	A	0.46
79	Lead Hill Bl & Wal-Mart	A	0.26	A	0.26
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.44	A	0.44
82	N. Sunrise & Sierra Gardens	A	0.48	A	0.47
83	Olympus Dr & Europa St	A	0.14	A	0.13
84	PFE & Hilltop	A	0.30	A	0.29
85	Pleasant Grove & Fairway	A	0.57	A	0.55
86	Pleasant Grove & Fiddymment	D	0.85	C	0.80
87	Pleasant Grove & Gold Coast/Hallissy	B	0.63	B	0.68
88	Pleasant Grove & Highland Park	A	0.32	A	0.32
89	Pleasant Grove & Market	A	0.42	A	0.56
90	Pleasant Grove & Michener	A	0.45	B	0.60
91	Pleasant Grove & Monument	A	0.46	A	0.45
92	Pleasant Grove & Rose Creek	A	0.41	A	0.57
93	Pleasant Grove & Roseville Pkwy	F	1.01	F	1.01
94	Pleasant Grove & Sun City	A	0.44	A	0.58
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.53	A	0.53
96	Pleasant Grove & Washington	D	0.82	D	0.87
97	Pleasant Grove Bl & Country Club Dr	B	0.69	B	0.64
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.65	B	0.65
99	Rocky Ridge Dr & Maidu Dr	A	0.55	A	0.54
100	Rocky Ridge Dr & McLaren Dr	A	0.52	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.59
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.56	A	0.59
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.53
105	Roseville Parkway & Gibson	D	0.88	D	0.88
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.75
107	Roseville Parkway & Reserve	A	0.54	A	0.55
108	Roseville Parkway & Secret Ravine	A	0.56	A	0.56
109	Roseville Parkway & Taylor	D	0.87	D	0.85
110	Roseville Parkway & West Mall	A	0.47	A	0.47
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.52	A	0.54
113	Roseville Pw & Lead Hill/Orvietto	B	0.61	B	0.61
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.41
115	Roseville Pw & Olympus Dr	A	0.56	A	0.57

Table 62**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –AM Peak Hour**

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
116	Roseville Pw & Rocky Ridge Dr	A	0.47	A	0.47
117	Roseville Pw & Sierra College Bl	A	0.51	A	0.51
118	Roseville Pw & Trestle Rd	A	0.58	A	0.55
119	Roseville Pw & Village/Slate Creek	A	0.46	A	0.45
120	Roseville Pw & Washington Bl	B	0.67	B	0.62
121	S Cirby Wy & Champion Oaks Dr	A	0.52	A	0.51
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.52	A	0.51
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.64	B	0.62
127	Sierra College Bl & Indigo Creek Apts	A	0.46	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.57
129	Sierra College Bl & Olympus Dr	B	0.64	B	0.63
130	Stanford Ranch & Fairway	A	0.50	A	0.50
131	Stanford Ranch & Five Star	A	0.39	A	0.39
132	Stanford Ranch & Highland Park	A	0.32	A	0.32
133	Sunrise & Coloma	C	0.75	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.60	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.65
137	Sunrise Av & Oak Ridge Dr	A	0.41	A	0.40
138	Washington & Diamond Oaks	B	0.63	B	0.63
139	Washington & Sawtell/Derek	A	0.53	A	0.52
140	Washington Bl & Hallissy Dr	A	0.49	A	0.45
141	Woodcreek Oaks & Baseline	E	0.93	D	0.87
142	Woodcreek Oaks & Canevari/Arsenault	A	0.50	A	0.44
143	Woodcreek Oaks & Horncastle	B	0.63	A	0.58
144	Woodcreek Oaks & McAnally	D	0.82	C	0.78
145	Woodcreek Oaks & Trailee	C	0.71	B	0.61
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.54	A	0.53
147	Washington Blvd & Blue Oaks Blvd	A	0.48	A	0.46
148	I-80 WB Off & Douglas Blvd	C	0.72	C	0.71
149	I-80 WB On & Atlantic St	A	0.43	A	0.44
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.53	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.43	A	0.43
152	I-80 WB Off & Riverside Ave	C	0.72	C	0.72
153	Stanford Ranch & Sr-65 N/B On	A	0.53	A	0.53
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.43	A	0.42

Table 62**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –AM Peak Hour**

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
155	Taylor & Eureka I-80 EB Off	D	0.83	D	0.84
156	Fairway & Highland Park	A	0.48	A	0.43
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	C	0.76
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.24	A	0.23
159	Washington Blvd & Industrial	B	0.66	B	0.65
160	Foothills Blvd & HP Far South/ NEC	C	0.74	C	0.71
161	Blue Oaks Blvd & Wood Meadow	B	0.61	B	0.62
162	Gibson Rd & New Convention Center Rd	A	0.48	A	0.48
163	Blue Oaks Blvd & West Side Dr	A	0.11	A	0.16
164	Blue Oaks Blvd & Hayden Pkwy	A	0.54	A	0.51
165	Fiddymment Rd & Westhills Dr	D	0.86	C	0.74
166	Pleasant Grove Blvd & West Side Dr	A	0.55	C	0.77
167	Fiddymment Rd & Westlake Dr	B	0.65	A	0.49
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.23	A	0.23
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.57	A	0.56
170	Industrial Ave & Alantown Dr	D	0.82	C	0.81
171	Roseville Pkwy & Gibson West	F	1.02	F	1.02
172	Washington Blvd & All America	A	0.45	A	0.49
173	Cirby & Cottonwood	A	0.53	A	0.53
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	B	0.67	B	0.67
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	n/a		A	0.54
178	Watt Ave & Road A	n/a		A	0.44
179	Watt Ave & Road B	n/a		A	0.34
180	Watt Ave & Baseline Rd	n/a		B	0.69
181	West Side Dr & Road A	n/a		A	0.47
182	West Side Dr & Road B	n/a		A	0.51
183	West Side Dr & Baseline Rd	n/a		D	0.82
184	Market St & Road B	n/a		A	0.29
185	Market St & Baseline Rd	n/a		B	0.63
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.54
187	Upland Dr & Road B	n/a		A	0.30
188	Upland Dr & Baseline Rd	n/a		A	0.51
189	Baseline Rd & CMU4 Entrance	n/a		A	0.48
190	West Side Dr & SV EW Coll	n/a		A	0.47
191	Road B & SV NS Coll 3	n/a		A	0.19

Table 62**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –AM Peak Hour**

Intersection		Cumulative Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
192	Road B & SV NS Coll 5	n/a		A	0.28
193	Watt Ave & SV CC5 CC6	n/a		A	0.38
194	Watt Ave & SV EW Coll	n/a		A	0.45
195	Road B & SV NS Coll 2	n/a		A	0.08
196	West Side Dr & SV EW Coll	n/a		A	0.36
197	Baseline Rd & SV CC7	n/a		A	0.47
198	Baseline Rd & SV CCBP2	n/a		A	0.48
199	Baseline Rd & SV CC9	n/a		A	0.47
Intersections in Urban Reserve Area					
200	Watt Ave & Road C	n/a		A	0.38
201	West Side Dr & Road C	n/a		A	0.45
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		A	0.43
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	A	0.44	B	0.65
204	West Side Dr & Nobo Dr (Creekview)	A	0.37	A	0.59
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	n/a		n/a	
P2	Vernon & Douglas/Riverside	A	0.53	A	0.52
P3	Vernon & Grant	A	0.39	A	0.41
P4	Vernon & Judah	A	0.46	A	0.45
P5	Vernon & Lincoln	A	0.53	A	0.53
P6	Washington & Main	A	0.58	A	0.57
P7	Washington & Oak	A	0.53	A	0.53
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse a.m. LOS for informational purposes only					

Table 63**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.46	A	0.46
2	Atlantic & Wills	C	0.77	C	0.76
3	Atlantic St & Yosemite St	B	0.65	B	0.65
4	Baseline Rd & Fiddymment Rd	F	1.16	E	0.97
5	Blue Oaks & Crocker Ranch	C	0.75	D	0.84
6	Blue Oaks & Del Webb	A	0.48	A	0.55
7	Blue Oaks & Fiddymment	C	0.81	C	0.75
8	Blue Oaks & New Meadow	B	0.68	B	0.68
9	Blue Oaks & Orchard View	A	0.46	A	0.51
10	Blue Oaks Bl & Diamond Creek Bl	C	0.74	D	0.82
11	Blue Oaks Bl & Foothills Bl	D	0.84	D	0.90
12	Blue Oaks Bl & Woodcreek Oaks Bl	D	0.84	C	0.76
13	Cirby & Sunrise	F	1.03	F	1.06
14	Cirby Wy & Foothills Bl	F	1.15	F	1.14
15	Cirby Wy & Melody Ln	B	0.63	B	0.62
16	Cirby Wy & Northridge Dr	D	0.88	E	0.92
17	Cirby Wy & Oak Ridge Dr	C	0.70	C	0.70
18	Cirby Wy & Orlando Av	D	0.89	D	0.90
19	Cirby Wy & Parkview Dr	A	0.52	A	0.53
20	Cirby Wy & Riverside Av	F	1.10	F	1.13
21	Cirby Wy & Rocky Ridge Dr	B	0.63	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.63	B	0.65
23	Cirby Wy & Vernon St	F	1.24	F	1.27
24	Douglas & Eureka	B	0.67	B	0.68
25	Douglas & Rocky Ridge	D	0.82	D	0.82
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.68	B	0.68
28	Douglas & Sunrise	D	0.90	D	0.90
29	Douglas & Target	B	0.68	B	0.68
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.75
31	Douglas Bl & Folsom Rd	B	0.61	B	0.62
32	Douglas Bl & Harding Bl	E	0.94	E	0.95
33	Douglas Bl & Judah St	A	0.50	A	0.50
34	Douglas Bl & Keehner Av	A	0.49	A	0.48
35	Douglas Bl & Park Dr	A	0.42	A	0.41
36	Douglas Bl & Sierra College Bl	D	0.87	D	0.87

Table 63**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
37	Eureka & Lead Hill	A	0.54	A	0.53
38	Eureka & N. Sunrise	C	0.76	C	0.75
39	Eureka & Rocky Ridge	C	0.74	C	0.75
40	Eureka Rd & Ashland Dr	A	0.47	A	0.45
41	Eureka Rd & Deer Valley Apts	A	0.41	A	0.42
42	Fairway & Central Park/Lowes	A	0.54	A	0.55
43	Fairway & Cortina Circle	A	0.50	A	0.47
44	Fairway & Five Star	A	0.45	A	0.46
45	Fairway & Home Depot	A	0.52	A	0.53
46	Fairway & Target/Rosehall	A	0.48	A	0.46
47	Fiddymment & Del Webb/Village Green	B	0.68	C	0.75
48	Fiddymment & Hayden Pkwy (North)	B	0.66	B	0.67
49	Fiddymment & Hayden Pkwy (South)	B	0.63	B	0.60
50	Foothills & Baseline/Main	D	0.82	D	0.86
51	Foothills & Misty Wood/NEC	A	0.56	A	0.54
52	Foothills Bl & Albertsons Dr	B	0.66	B	0.65
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.56
54	Foothills Bl & Roseville Pkwy/HP (Central)	D	0.82	C	0.80
55	Foothills Bl & HP (South)	A	0.53	A	0.52
56	Foothills Bl & Junction Bl	C	0.79	D	0.82
57	Foothills Bl & McAnally Dr	D	0.89	C	0.81
58	Foothills Bl & Pleasant Grove Bl	D	0.89	E	0.93
59	Foothills Blvd & Rand/Pilgrims	B	0.64	B	0.60
60	Foothills Bl & Vineyard Rd	C	0.78	D	0.83
61	Galleria & Antelope Creek	B	0.66	B	0.65
62	Galleria & Berry	D	0.85	D	0.85
63	Galleria & Roseville Pkwy	F	1.02	F	1.04
64	Harding & Wills	C	0.78	C	0.79
65	Harding Bl & Estates Dr	B	0.69	B	0.69
66	Harding Bl & Lead Hill Bl	C	0.78	C	0.78
67	Harding Bl & Roseville Square	B	0.62	B	0.62
68	Junction & Stonecrest/Magenta	A	0.51	A	0.48
69	Junction Bl & Americana Dr	A	0.41	A	0.48
70	Junction Bl & Baseline Rd	C	0.77	C	0.78
71	Junction Bl & Country Club Dr	C	0.73	B	0.63
72	Junction Bl & Park Regency Dr	A	0.52	A	0.55
73	Junction Bl & Porter Dr	A	0.55	A	0.59
74	Junction Bl & Revere Dr	A	0.52	A	0.50

Table 63**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
75	Junction Bl & Washington Bl	D	0.82	D	0.85
76	Junction Bl & Woodcreek Oaks Bl	B	0.64	B	0.61
77	Lead Hill Bl & N Sunrise Av	C	0.72	C	0.71
78	Lead Hill Bl & Rocky Ridge Dr	B	0.62	B	0.65
79	Lead Hill Bl & Wal-Mart	A	0.42	A	0.42
80	N Sunrise Av & Automall Dr	A	0.52	A	0.52
81	N Sunrise Av & Stone Point Dr	B	0.61	B	0.61
82	N. Sunrise & Sierra Gardens	B	0.62	B	0.62
83	Olympus Dr & Europa St	A	0.21	A	0.20
84	PFE & Hilltop	A	0.44	A	0.44
85	Pleasant Grove & Fairway	D	0.89	D	0.87
86	Pleasant Grove & Fiddymment	F	1.01	F	1.11
87	Pleasant Grove & Gold Coast/Hallissy	C	0.77	D	0.82
88	Pleasant Grove & Highland Park	A	0.53	A	0.52
89	Pleasant Grove & Market	A	0.45	B	0.66
90	Pleasant Grove & Michener	A	0.57	C	0.72
91	Pleasant Grove & Monument	A	0.55	A	0.47
92	Pleasant Grove & Rose Creek	A	0.59	C	0.73
93	Pleasant Grove & Roseville Pkwy	F	1.24	F	1.23
94	Pleasant Grove & Sun City	A	0.53	B	0.67
95	Pleasant Grove & Wal-Mart/Highland Pointe	C	0.79	C	0.80
96	Pleasant Grove & Washington	D	0.83	D	0.86
97	Pleasant Grove Bl & Country Club Dr	C	0.80	B	0.60
98	Pleasant Grove Bl & Woodcreek Oaks Bl	E	0.93	D	0.87
100	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.60
100	Rocky Ridge Dr & McLaren Dr	A	0.50	A	0.49
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.28	A	0.28
103	Roseville Parkway & Chase	D	0.82	D	0.86
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.80
105	Roseville Parkway & Gibson	D	0.84	D	0.84
106	Roseville Parkway & N. Sunrise	E	0.91	E	0.91
107	Roseville Parkway & Reserve	C	0.79	C	0.80
108	Roseville Parkway & Secret Ravine	C	0.76	C	0.77
109	Roseville Parkway & Taylor	D	0.84	D	0.85
110	Roseville Parkway & West Mall	A	0.59	A	0.59
111	Roseville Pw & Alexandra Dr	B	0.62	B	0.63
112	Roseville Pw & Eureka Rd	C	0.73	C	0.76

Table 63**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
113	Roseville Pw & Lead Hill/Orvieto	B	0.65	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.49	A	0.51
115	Roseville Pw & Olympus Dr	B	0.64	B	0.63
116	Roseville Pw & Rocky Ridge Dr	B	0.62	B	0.63
117	Roseville Pw & Sierra College Bl	D	0.85	C	0.81
118	Roseville Pw & Trestle Rd	B	0.67	B	0.67
119	Roseville Pw & Village/Slate Creek	A	0.53	A	0.52
120	Roseville Pw & Washington Bl	C	0.73	B	0.69
121	S Cirby Wy & Champion Oaks Dr	A	0.54	A	0.53
122	S Cirby Wy & Old Auburn Rd	C	0.73	C	0.73
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.60	A	0.59
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.57
127	Sierra College Bl & Indigo Creek Apts	C	0.80	C	0.78
128	Sierra College Bl & Old Auburn Rd	C	0.78	C	0.78
129	Sierra College Bl & Olympus Dr	A	0.56	A	0.55
130	Stanford Ranch & Fairway	B	0.65	B	0.65
131	Stanford Ranch & Five Star	B	0.60	B	0.60
132	Stanford Ranch & Highland Park	A	0.52	A	0.52
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	D	0.88	E	0.92
135	Sunrise & Sun Tree/Kensington	C	0.71	C	0.70
136	Sunrise Av & Frances Dr	B	0.62	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.46	A	0.45
138	Washington & Diamond Oaks	C	0.74	C	0.73
139	Washington & Sawtell/Derek	C	0.78	C	0.78
140	Washington Bl & Hallissy Dr	A	0.42	A	0.39
141	Woodcreek Oaks & Baseline	D	0.85	D	0.88
142	Woodcreek Oaks & Canevari/Arsenault	B	0.67	B	0.61
143	Woodcreek Oaks & Horncastle	B	0.66	A	0.59
144	Woodcreek Oaks & McAnally	B	0.68	B	0.66
145	Woodcreek Oaks & Trailee	A	0.59	A	0.47
146	SR 65 N/B Off & Blue Oaks Blvd	C	0.78	C	0.77
147	Washington Blvd & Blue Oaks Blvd	B	0.69	C	0.71
148	I-80 WB Off & Douglas Blvd	C	0.80	C	0.80
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.72	C	0.72

Table 63**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.69	C	0.70
152	I-80 WB Off & Riverside Ave	B	0.62	B	0.62
153	Stanford Ranch & Sr-65 N/B On	D	0.83	D	0.84
154	Stanford Ranch/Galleria & Sr-65 S/B On	D	0.82	D	0.82
155	Taylor & Eureka I-80 EB Off	E	0.96	E	0.97
156	Fairway & Highland Park	C	0.73	B	0.67
157	I-80 EB Off/Orlando & Riverside Ave	D	0.90	E	0.91
158	Roseville Pkwy & Old Auburn	A	0.42	A	0.41
159	Washington Blvd & Industrial	C	0.72	B	0.68
160	Foothills Blvd & HP Far South/ NEC	B	0.69	B	0.66
161	Blue Oaks Blvd & Wood Meadow	A	0.59	B	0.60
162	Gibson Rd & New Convention Center Rd	B	0.67	B	0.68
163	Blue Oaks Blvd & West Side Dr	A	0.13	A	0.24
164	Blue Oaks Blvd & Hayden Pkwy	A	0.38	A	0.49
165	Fiddymment Rd & Westhills Dr	D	0.89	C	0.72
166	Pleasant Grove Blvd & West Side Dr	B	0.63	C	0.74
167	Fiddymment Rd & Westlake Dr	B	0.63	A	0.41
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.17	A	0.17
169	Woodcreek Oaks Blvd & Parkside Wy	B	0.65	B	0.60
170	Industrial Ave & Alantown Dr	C	0.78	C	0.77
171	Roseville Pkwy & Gibson West	D	0.87	D	0.86
172	Washington Blvd & All America	A	0.55	A	0.57
173	Cirby & Cottonwood	A	0.42	A	0.43
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddymment Rd & Fiddymment Ranch EW Rd	C	0.74	C	0.74
176	Douglas Blvd & I-80 EB On	C	0.73	C	0.73
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	n/a		A	0.57
178	Watt Ave & Road A	n/a		A	0.58
179	Watt Ave & Road B	n/a		A	0.46
180	Watt Ave & Baseline Rd	n/a		D	0.83
181	West Side Dr & Road A	n/a		A	0.53
182	West Side Dr & Road B	n/a		C	0.73
183	West Side Dr & Baseline Rd	n/a		C	0.81
184	Market St & Road B	n/a		A	0.32
185	Market St & Baseline Rd	n/a		B	0.65
186	Pleasant Grove Blvd & Upland Dr	n/a		A	0.53

Table 63**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
187	Upland Dr & Road B	n/a		A	0.38
188	Upland Dr & Baseline Rd	n/a		A	0.59
189	Baseline Rd & CMU4 Entrance	n/a		A	0.57
190	West Side Dr & SV EW Coll	n/a		A	0.58
191	Road B & SV NS Coll 3	n/a		A	0.22
192	Road B & SV NS Coll 5	n/a		A	0.28
193	Watt Ave & SV CC5 CC6	n/a		A	0.42
194	Watt Ave & SV EW Coll	n/a		A	0.43
195	Road B & SV NS Coll 2	n/a		A	0.09
196	West Side Dr & SV EW Coll	n/a		A	0.40
197	Baseline Rd & SV CC7	n/a		B	0.66
198	Baseline Rd & SV CCBP2	n/a		A	0.57
199	Baseline Rd & SV CC9	n/a		C	0.74
Intersections in Urban Reserve Areas					
200	Watt Ave & Road C	n/a		A	0.36
201	West Side Dr & Road C	n/a		A	0.43
202	Pleasant Grove Blvd & SV NS Coll 1	n/a		A	0.42
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)			B	0.64
204	West Side Dr & Nobo Dr (Creekview)			B	0.65
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	n/a		n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	B	0.67	B	0.66
P3	Vernon & Grant (Ped Overlay)	A	0.56	A	0.57
P4	Vernon & Judah (Ped Overlay)	A	0.57	A	0.58
P5	Vernon & Lincoln (Ped Overlay)	E*	0.92	E*	0.92
P6	Washington & Main (Ped Overlay)	D	0.83	C	0.81
P7	Washington & Oak (Ped Overlay)	B	0.67	B	0.69
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse					
* Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Table 64

**Number of Roseville Intersections Operating at LOS C or Better
Cumulative Plus Project Without Placer Parkway - AM Peak Hour**

Level of Service	AM Peak Hour			
	Cumulative Conditions Without Placer Parkway			
	No Project		Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	157	88.2%	186	91.2%
LOS D	10	5.6%	9	4.4%
LOS E	7	3.9%	6	2.9%
LOS F	4	2.2%	3	1.5%
LOS D-F	21	11.8%	18	8.8%
Total	178	100%	204	100%
Note: a.m. LOS for informational purposes only Excludes intersections in Pedestrian Overlay Zone				

Table 65

**Number of Roseville Intersections Operating at LOS C or Better
Cumulative Plus Project Without Placer Parkway - PM Peak Hour**

Level of Service	PM Peak Hour			
	Cumulative Conditions Without Placer Parkway			
	No Project		Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	140	78.7%	165	80.9%
LOS D	26	14.6%	24	11.8%
LOS E	4	2.2%	8	3.9%
LOS F	8	4.5%	7	3.4%
LOS D-F	38	21.3%	39	19.1%
Total	178	100%	204	100%
Note: Excludes intersections in Pedestrian Overlay Zone				

Table 66**Level of Service at Roseville Intersections****Cumulative Plus Project Without Placer Parkway Conditions –PM Peak Hour**

Intersection		Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
50	Foothills & Baseline/Main	D	0.88	E	0.96
183	West Side Dr & Baseline Rd	n/a		D	0.82
PM Peak Hour					
5	Blue Oaks & Crocker Ranch	C	0.75	D	0.84
10	Blue Oaks Bl & Diamond Creek Bl	C	0.74	D	0.82
16	Cirby Wy & Northridge Dr	D	0.88	E	0.92
56	Foothills Bl & Junction Bl	C	0.79	D	0.82
58	Foothills Bl & Pleasant Grove Bl	D	0.89	E	0.93
60	Foothills Bl & Vineyard Rd	C	0.78	D	0.83
87	Pleasant Grove & Gold Coast/Hallissy	C	0.77	D	0.82
134	Sunrise & Sandringham/Kensington	D	0.88	E	0.92
157	I-80 EB Off/Orlando & Riverside Ave	D	0.90	E	0.91
180	Watt Ave & Baseline Rd	n/a		D	0.83

Note: **BOLD** Locations operate at LOS D or worse

* Intersections in Pedestrian Overlay Zone excluded from LOS policy

Table 67
Recommended Intersection Mitigation Measures
Cumulative Plus Proposed Project

Intersection	Recommended Intersection Mitigation	Level of Service	
		Before Mitigation	After Mitigation
AM Peak Hour			
Foothills & Baseline/Main	No Feasible Mitigation Identified	E	E
West Side Dr & Baseline Rd	Add 3 rd E/B left turn lane	D	C
PM Peak Hour			
Blue Oaks & Crocker Ranch	Re-stripe to include one S/B left-turn lane and one S/B shared Right/left-turn lane	D	C
Blue Oaks Bl & Diamond Creek Bl	Re-stripe N/B to include one left-turn lane, one shared thru/left-turn lane and a separate right-turn lane	D	C
Cirby Wy & Northridge Dr	No Feasible Mitigation Identified	E	E
Foothills Bl & Junction Bl		D	D
Foothills Bl & Pleasant Grove Bl		E	E
Foothills Bl & Vineyard Rd		D	D
Pleasant Grove & Gold Coast/Hallissy	Restripe N/B Thru lane to a shared Thru/Left-turn lane	D	C
Sunrise & Sandringham/Kensington	Add dedicated southbound right turn lane	E	D
I-80 EB Off/Orlando & Riverside Ave	No Feasible Mitigation Identified	E	E
Watt Ave & Baseline Rd	Add 3rd W/B left-turn lane	D	C

Table 68
Level of Service at Placer County Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	LOS Standard	Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
		LOS	V/C or Delay	LOS	V/C
AM Peak Hour					
Watt Ave & Baseline Rd	D	B	0.66	n/a*	
Locust & Baseline	D	A	0.23	A	0.32
Watt Ave & PFE Rd	C	A	0.49	B	0.64
Walerga Rd & PFE Rd	C	E	0.99	E	0.91
West Side & Baseline	D	E	0.94	n/a*	
Market Street & Baseline	D	B	0.65	n/a*	
PM Peak Hour					
Watt Ave & Baseline Rd	D	D	0.81	n/a*	
Locust & Baseline	D	A	0.47	A	0.54
Watt Ave & PFE Rd	C	A	0.57	A	0.56
Walerga Rd & PFE Rd	C	E	0.93	E	0.94
West Side & Baseline	D	E	0.92	n/a*	
Market Street & Baseline	D	C	0.77	n/a*	
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change * With Sierra Vista Specific Plan, These Intersections are in Roseville, not Placer County					

Table 69
Level of Service at Placer County Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions Without Placer Parkway			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Baseline Rd W/O Sierra Vista SP	D	6	33,000	B	41,600	C
Baseline Rd W/O Watt Ave	D	6	37,300	B	45,600	D
Watt Ave S/O Baseline	D	6	17,200	A	24,900	A
Walerga Rd S/O Baseline	D	4	37,200	F	39,000	F
PFE E/O Watt Ave	C	2	7,500	A	8,000	A
Fiddymment Rd S/O Athens	C	4	30,500	D	27,300	C
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change						

Table 70
Level of Service at Sacramento County Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	LOS Standard	Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
Watt Ave & Elverta Rd	E	D	0.83	D	0.90
Walerga Rd & Elverta Rd	E	E	0.93	D	0.88
Watt Ave & Antelope Rd	E	F	1.15	F	1.19
Walerga Rd & Antelope Rd	E	B	0.61	B	0.61
Watt Ave & Elkhorn	E	D	0.83	D	0.87
Walerga Rd & Elkhorn	E	B	0.67	B	0.65
PM Peak Hour					
Watt Ave & Elverta Rd	E	E	0.95	F	1.03
Walerga Rd & Elverta Rd	E	F	1.18	F	1.08
Watt Ave & Antelope Rd	E	F	1.23	F	1.22
Walerga Rd & Antelope Rd	E	D	0.88	D	0.85
Watt Ave & Elkhorn	E	F	1.04	F	1.05
Walerga Rd & Elkhorn	E	E	0.93	D	0.88
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change					

Table 71
Level of Service at Sacramento County Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions Without Placer Parkway			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Watt Ave S/O PFE	E	6	46,400	D	52,000	E
Watt Ave S/O Elverta	E	6	39,900	C	40,200	C
Watt Ave S/O Antelope	E	6	36,800	B	38,400	C
Watt Ave S/O Elkhorn	E	6	43,500	D	46,300	D
Walerga Rd S/O PFE	E	4	47,500	F	50,200	F
Walerga Rd S/O Elverta	E	4	32,200	D	32,900	E
Walerga Rd S/O Antelope	E	4	33,300	E	32,900	E
Walerga Rd S/O Elkhorn	E	4	31,600	D	30,500	D
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change						

Table 72
Level of Service at Sutter County Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	LOS Standard	Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
		LOS	V/C or Delay	LOS	V/C
AM Peak Hour					
Pleasant Grove N & Riego	D	B	0.66	C	0.70
Pleasant Grove S & Riego	D	B	0.63	B	0.69
PM Peak Hour					
Pleasant Grove N & Riego	D	C	0.72	C	0.71
Pleasant Grove S & Riego	D	C	0.76	C	0.76
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change * With Sierra Vista Specific Plan, These Intersections are in Roseville, not Placer County					

Table 73
Level of Service at Sutter County Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions Without Placer Parkway			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Riego Rd E/O SR 70-99	D	4	31,700	E	34,300	F
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change						

Table 74
Level of Service at Rocklin Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	LOS Standard	Lanes	Cumulative Conditions Without Placer Parkway			
			No Project		Plus Project	
			ADT	LOS	ADT	LOS
Lonetree Blvd north of Blue Oaks Blvd	D*	4	31,800	D	31,600	D
Blue Oaks Blvd at Roseville City Limit	D*	4	12,600	A	12,800	A
Pleasant Grove Blvd at Roseville City Limit	C	4	28,100	A	27,500	A
Stanford Ranch Rd at Roseville City Limit	C	4	27,200	A	27,700	A
Notes: * Within ½ Mile of Freeway Ramp BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Impact						

Table 75
Level of Service at Signalized Highway Ramp Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	LOS Standard	Cumulative Conditions Without Placer Parkway			
		No Project		Plus Project	
		LOS	V/C	LOS	V/C
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.54	A	0.53
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	A	0.48	A	0.46
I-80 WB Off & Douglas Blvd	E	C	0.72	C	0.71
I-80 WB On & Atlantic St	E	A	0.43	A	0.44
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.53	A	0.52
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.43	A	0.43
I-80 WB Off & Riverside Ave	E	C	0.72	C	0.72
SR 65 N/B On & Stanford Ranch/Galleria	E	A	0.53	A	0.53
SR 65 S/B On & Stanford Ranch/Galleria	E	A	0.43	A	0.42
I-80 E/B Off & Taylor/Eureka	E	D	0.83	D	0.84
I-80 EB Off/Orlando & Riverside Ave	E	C	0.77	C	0.76
SR 70/99 N/B & Riego Rd	E	A	0.49	A	0.55
SR 70/99 S/B & Riego Rd	E	A	0.14	A	0.13
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	C	0.78	C	0.77
SR 65 SB & Washington Blvd/Blue Oaks Blvd	E	B	0.69	C	0.71
I-80 WB Off & Douglas Blvd	E	C	0.80	C	0.80
I-80 WB On & Atlantic St	E	A	0.56	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.72	C	0.72
SR 65 S/B Off & Pleasant Grove Blvd	E	B	0.69	C	0.70
I-80 WB Off & Riverside Ave	E	B	0.62	B	0.62
SR 65 N/B On & Stanford Ranch/Galleria	E	D	0.83	D	0.84
SR 65 S/B On & Stanford Ranch/Galleria	E	D	0.82	D	0.82
I-80 E/B Off & Taylor/Eureka	E	E	0.96	E	0.97
I-80 EB Off/Orlando & Riverside Ave	E	D	0.90	E	0.91
SR 70/99 N/B & Riego Rd	E	A	0.47	A	0.47
SR 70/99 S/B & Riego Rd	E	A	0.20	A	0.19
Notes: BOLD Locations Do Not Meet LOS Policy Shaded Locations Indicate Significant LOS Change					

Table 76
Average Daily Traffic Volumes and LOS on State Highways
Cumulative Plus Project Without Placer Parkway

Facility	Segment	Lanes	Cumulative Conditions Without Placer Parkway				
			No Project		Plus Project		
			ADT	LOS	ADT	LOS	% Change
I-80	Sacramento County line to Riverside Ave	8	215,700	F	215,300	F	-0.19%
	Riverside Avenue to Douglas Blvd	6	189,000	F	188,500	F	-0.26%
	Douglas Blvd to Eureka Rd	6	187,300	F	187,300	F	0.00%
	Eureka Rd to Taylor Rd	8	203,500	F	202,500	F	-0.49%
	Taylor Rd to SR 65	8	192,400	F	191,300	F	-0.57%
SR 65	I-80 to Galleria Blvd	6	136,900	F	137,700	F	+0.58%
	Galleria Blvd to Pleasant Grove Blvd	6	141,300	F	141,900	F	+0.42%
	Pleasant Grove Blvd to Blue Oaks Blvd	6	131,600	F	130,800	F	-0.61%
	Blue Oaks Blvd to Sunset Blvd	4	122,000	F	121,700	F	-0.25%
SR 70/99	Sankey Rd to Riego Rd	4	62,000	C	61,300	C	-1.13%
	Riego Rd to Elverta Rd	4	88,600	F	90,700	F	+2.37%
	Elverta Rd to Elkhorn Blvd	4	87,500	F	88,900	F	+1.60%
Notes: Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x Highway segments operating at LOS F are BOLD . Impacts are Shaded Volumes Exclude Carpool Lanes							

Table 77
Project Alternatives Trip Generation

Land Use	Units	Units				Daily Trip Ends Per Unit	Daily Trip Ends			
		Proposed Project	Alternatives				Proposed Project	Alternatives		
			1	2	3			1	2	3
Single Family	DU's	4,767	4,082	3,534	3,839	9.0	42,903	36,738	31,806	34,551
Multi-Family		1,888	2,581	1,395	1,147	6.5	12,272	16,777	9,068	7,456
Total Residential		6,655	6,663	4,929	4,986		55,175	53,515	40,874	42,007
Commercial	KSF	1,718.0	1,187.6	1,206.0	1,565.4	35.0	60,130	41,566	42,210	54,789
Office		517.3	461.0	614.8	438.6	17.7	9,156	8,160	10,882	7,763
Church		45.7	51.2	51.2	45.7	9.3	425	476.16	476.16	425.01
School	Students	3,600	3,600	3,000	3,000	1.0	3,600	3,600	3,000	3,000
Park	Acres	89.9	54.2	40.9	80.2	2.2	198	119	90	176
Total Trip Ends							128,684	107,436	97,532	108,160
Total Trip Ends as Percentage of Proposed Project							100%	83%	76%	84%
Note: Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density										

Source: DKS Associates, 2009.

Table 78 Number of Roseville Intersections Operating at LOS C or Better 2025 CIP Plus Proposed Project and Alternatives - PM Peak Hour								
Level of Service	2025 CIP Conditions PM Peak Hour							
	Proposed Project		Alternative 1		Alternative 2		Alternative 3	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
LOS A-C	160	80.4%	162	81.4%	161	80.9%	161	80.9%
LOS D	22	11.1%	19	9.5%	21	10.56%	21	10.6%
LOS E	11	5.5%	12	6.0%	10	5.0%	9	4.5%
LOS F	6	3.0%	6	3.0%	7	3.5%	8	4.0%
LOS D-F	39	19.5%	37	18.6%	38	19.1%	38	19.1%
Total	199	100%	199	100%	199	100%	199	100%
Note: Excludes intersections in Pedestrian Overlay Zone Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density								

Source: DKS Associates, 2009.

Table 79**Intersections Operating at LOS D or Worse****2025 CIP Plus Proposed Project and Alternatives - PM Peak Hour**

Intersection		2025 CIP Conditions PM Peak Hour							
		Proposed Project		Alternative 1		Alternative 2		Alternative 3	
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
ID	Intersection Name	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddymment Rd	E	1.00	E	0.99	E	0.98	F	1.01
10	Blue Oaks Bl & Diamond Creek Bl	E	0.99	E	0.95	E	0.94	E	0.93
11	Blue Oaks Bl & Foothills Bl	F	1.32	F	1.33	F	1.31	F	1.31
13	Cirby & Sunrise	F	1.08	F	1.08	F	1.08	F	1.08
14	Cirby Wy & Foothills Bl	F	1.11	F	1.11	F	1.11	F	1.11
16	Cirby Wy & Northridge Dr	E	0.92	E	0.92	E	0.91	E	0.91
18	Cirby Wy & Orlando Av	D	0.89	D	0.89	D	0.89	D	0.89
20	Cirby Wy & Riverside Av	F	1.14	F	1.14	F	1.13	F	1.13
23	Cirby Wy & Vernon St	F	1.27	F	1.28	F	1.26	F	1.26
25	Douglas & Rocky Ridge	D	0.83	D	0.83	D	0.83	D	0.82
28	Douglas & Sunrise	D	0.90	D	0.90	D	0.90	D	0.90
32	Douglas Bl & Harding Bl	E	0.95	E	0.96	E	0.96	E	0.95
36	Douglas Bl & Sierra College Bl	D	0.87	D	0.86	D	0.87	D	0.86
50	Foothills & Baseline/Main	D	0.86	D	0.86	D	0.85	D	0.85
54	Foothills Bl & Roseville Pkwy/HP (Central)	D	0.84	D	0.84	D	0.85	D	0.86
56	Foothills Bl & Junction Bl	D	0.83	D	0.84	D	0.83	D	0.82
57	Foothills Bl & Mcanally Dr	D	0.86	D	0.86	D	0.86	D	0.86
58	Foothills Bl & Pleasant Grove Bl	E	0.99	E	0.99	E	0.98	E	0.98
62	Galleria & Berry	D	0.83	D	0.83	D	0.83	D	0.83
63	Galleria & Roseville Pkwy	E	1.00	E	1.00	F	1.01	F	1.01
70	Junction Bl & Baseline Rd	D	0.82	C	0.81	C	0.81	C	0.81
75	Junction Bl & Washington Bl	E	0.94	E	0.96	E	0.93	E	0.92
85	Pleasant Grove & Fairway	E	0.96	E	0.96	E	0.96	E	0.96
86	Pleasant Grove & Fiddymment	D	0.90	D	0.90	D	0.88	D	0.87

Table 79
Intersections Operating at LOS D or Worse
2025 CIP Plus Proposed Project and Alternatives - PM Peak Hour

Intersection		2025 CIP Conditions PM Peak Hour							
		Proposed Project		Alternative 1		Alternative 2		Alternative 3	
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
ID	Intersection Name								
93	Pleasant Grove & Roseville Pkwy	F	1.20	F	1.20	F	1.19	F	1.20
95	Pleasant Grove & Wal-Mart/Highland Pt	D	0.83	D	0.82	D	0.82	D	0.82
96	Pleasant Grove & Washington	D	0.90	E	0.91	D	0.89	D	0.89
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.85	D	0.85	D	0.86	D	0.85
105	Roseville Parkway & Gibson	D	0.84	D	0.84	D	0.84	D	0.84
106	Roseville Parkway & N. Sunrise	E	0.92	E	0.92	E	0.92	E	0.92
109	Roseville Parkway & Taylor	D	0.82	D	0.82	D	0.82	D	0.82
117	Roseville Parkway & Sierra College Bl	D	0.82	C	0.79	C	0.81	C	0.79
134	Sunrise & Sandringham/Kensington	E	0.92	E	0.92	E	0.91	E	0.92
141	Woodcreek Oaks & Baseline	D	0.90	D	0.86	D	0.86	D	0.88
153	Stanford Ranch & Sr-65 N/B On	D	0.86	D	0.86	D	0.85	D	0.85
154	Stanford Ranch/Galleria & Sr-65 S/B On	D	0.82	D	0.82	D	0.82	D	0.82
155	Taylor & Eureka I-80 EB Off	E	0.96	E	0.96	E	0.96	E	0.96
157	I-80 EB Off/Orlando & Riverside Ave	D	0.89	D	0.90	D	0.89	D	0.89
171	Roseville Pkwy & Gibson West	D	0.84	D	0.85	D	0.84	D	0.84
183	West Side Dr & Baseline Rd	C	0.81	C	0.80	D	0.85	D	0.85
P5	Vernon & Lincoln (Ped Overlay)	E*	0.97	E*	0.97	E*	0.96	E*	0.95
P6	Washington & Main (Ped Overlay)	D*	0.84	D*	0.84	D*	0.84	D*	0.84
Note: Excludes intersections in Pedestrian Overlay Zone Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density									

Source: DKS Associates, 2009.

Table 80
Intersections With Significant LOS Changes
2025 CIP Plus Project Alternatives - PM Peak Hour

<i>Intersection</i>		<i>2025 CIP Conditions PM Peak Hour</i>							
		<i>Proposed Project</i>		<i>Alternative 1</i>		<i>Alternative 2</i>		<i>Alternative 3</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Improved LOS									
70	Junction Bl & Baseline Rd	D	0.82	C	0.81	C	0.81	C	0.81
117	Roseville Parkway & Sierra College Bl	D	0.82	C	0.79	C	0.81	C	0.79
Degraded LOS									
4	Baseline Rd & Fiddymment Rd	E	1.00	E	0.99	E	0.98	F	1.01
63	Galleria & Roseville Pkwy	E	1.00	E	1.00	F	1.01	F	1.01
96	Pleasant Grove & Washington	D	0.90	E	0.91	D	0.89	D	0.89
183	West Side Dr & Baseline Rd	C	0.81	C	0.80	D	0.85	D	0.85
Note: Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density									

Source: DKS Associates, 2009.

Table 81
Level of Service at Placer County Intersections
2025 CIP Plus Project Alternatives - PM Peak Hour

<i>Intersection</i>	<i>2025 CIP Conditions PM Peak Hour</i>							
	<i>Proposed Project</i>		<i>Alternative 1</i>		<i>Alternative 2</i>		<i>Alternative 3</i>	
	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Locust & Baseline	A	0.49	A	0.49	A	0.48	A	0.48
Watt Ave & PFE Rd	A	0.54	A	0.54	A	0.53	A	0.53
Walerga Rd & PFE Rd	D	0.89	D	0.88	D	0.86	D	0.87
Note: Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density								

Source: DKS Associates, 2009.

Table 82
Level of Service at Placer County Roadway Segments
2025 CIP Plus Project Alternatives

<i>Intersection</i>	<i>2025 CIP Conditions</i>							
	<i>Proposed Project</i>		<i>Alternative 1</i>		<i>Alternative 2</i>		<i>Alternative 3</i>	
	<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>
Baseline Rd W/O Sierra Vista SP	38,600	C	38,300	C	38,000	C	38,200	C
Baseline Rd W/O Watt Ave	43,600	D	40,900	C	41,100	C	41,400	C
Watt Ave S/O Baseline	22,900	A	21,500	A	20,900	A	21,600	A
Walerga Rd S/O Baseline	37,700	F	37,000	F	37,000	F	37,400	F
PFE E/O Watt Ave	6,500	A	6,400	A	6,400	A	6,400	A
Fiddymment Rd S/O Athens	24,600	B	24,600	B	24,400	B	24,500	B
Note: Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density								

Source: DKS Associates, 2009.

Table 83
Level of Service at Sacramento County Intersections
2025 CIP Plus Project Alternatives - PM Peak Hour

<i>Intersection</i>	<i>2025 CIP Conditions PM Peak Hour</i>							
	<i>Proposed Project</i>		<i>Alternative 1</i>		<i>Alternative 2</i>		<i>Alternative 3</i>	
	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Watt Ave & Elverta Rd	E	0.97	E	0.96	E	0.95	E	0.95
Walerga Rd & Elverta Rd	F	1.10	F	1.09	F	1.09	F	1.10
Watt Ave & Antelope Rd	F	1.16	F	1.15	F	1.16	F	1.16
Walerga Rd & Antelope Rd	D	0.85	D	0.85	D	0.84	D	0.84
Watt Ave & Elkhorn	F	1.03	F	1.03	F	1.02	F	1.02
Walerga Rd & Elkhorn	D	0.86	D	0.88	D	0.87	D	0.86
Note: Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density								

Source: DKS Associates, 2009.

Table 84
Level of Service at Sacramento County Roadway Segments
2025 CIP Plus Project Alternatives

<i>Intersection</i>	<i>2025 CIP Conditions</i>							
	<i>Proposed Project</i>		<i>Alternative 1</i>		<i>Alternative 2</i>		<i>Alternative 3</i>	
	<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>
Watt Ave S/O PFE	50,200	E	49,600	E	49,400	E	49,700	E
Watt Ave S/O Elverta	40,100	C	40,100	C	40,000	C	40,000	C
Watt Ave S/O Antelope	37,300	B	37,100	B	37,100	B	37,000	B
Watt Ave S/O Elkhorn	44,700	D	44,700	D	44,600	D	44,700	D
Walerga Rd S/O PFE	48,500	F	48,000	F	47,900	F	48,300	F
Walerga Rd S/O Elverta	32,500	E	32,500	E	32,300	D	32,300	D
Walerga Rd S/O Antelope	32,900	E	32,900	E	32,900	E	32,900	E
Walerga Rd S/O Elkhorn	30,600	D	30,700	D	30,600	D	30,600	D
Note: Alternative 1 = Reduced Footprint, Increased Density Alternative 2 = Reduced Footprint, Same Density Alternative 3 = "Project" Footprint, Reduced Density								

Source: DKS Associates, 2009.

Table 85
Level of Service at Roseville Intersections
Super-Cumulative Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.43	A	0.43
2	Atlantic & Wills	C	0.72	A	0.57
3	Atlantic St & Yosemite St	A	0.51	A	0.53
4	Baseline Rd & Fiddymment Rd	D	0.84	E	0.97
5	Blue Oaks & Crocker Ranch	A	0.59	B	0.65
6	Blue Oaks & Del Webb	A	0.53	C	0.75
7	Blue Oaks & Fiddymment	D	0.89	F	1.05
8	Blue Oaks & New Meadow	B	0.64	B	0.66
9	Blue Oaks & Orchard View	A	0.52	A	0.55
10	Blue Oaks Bl & Diamond Creek Bl	B	0.69	C	0.71
11	Blue Oaks Bl & Foothills Bl	D	0.88	E	0.94
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.72	C	0.77
13	Cirby & Sunrise	D	0.90	E	0.93
14	Cirby Wy & Foothills Bl	E	0.99	F	1.02
15	Cirby Wy & Melody Ln	A	0.57	B	0.60
16	Cirby Wy & Northridge Dr	C	0.77	C	0.79
17	Cirby Wy & Oak Ridge Dr	A	0.54	A	0.58
18	Cirby Wy & Orlando Av	E	0.93	E	0.94
19	Cirby Wy & Parkview Dr	A	0.58	A	0.59
20	Cirby Wy & Riverside Av	F	1.04	F	1.04
21	Cirby Wy & Rocky Ridge Dr	A	0.43	A	0.44
22	Cirby Wy & San Simeon Dr	B	0.61	A	0.59
23	Cirby Wy & Vernon St	E	0.98	E	0.98
24	Douglas & Eureka	A	0.53	A	0.53
25	Douglas & Rocky Ridge	B	0.60	B	0.61
26	Douglas & Santa Clara	A	0.57	A	0.58
27	Douglas & Sierra Gardens	A	0.52	A	0.53
28	Douglas & Sunrise	B	0.68	B	0.68
29	Douglas & Target	A	0.43	A	0.44
30	Douglas Bl & E Roseville Pw	C	0.77	D	0.83
31	Douglas Bl & Folsom Rd	A	0.48	A	0.49
32	Douglas Bl & Harding Bl	B	0.62	B	0.65
33	Douglas Bl & Judah St	A	0.29	A	0.31
34	Douglas Bl & Keehner Av	A	0.48	A	0.50
35	Douglas Bl & Park Dr	A	0.35	A	0.37
36	Douglas Bl & Sierra College Bl	C	0.75	C	0.80
37	Eureka & Lead Hill	A	0.48	A	0.53
38	Eureka & N. Sunrise	A	0.59	B	0.61

Table 85
Level of Service at Roseville Intersections
Super-Cumulative Conditions –AM Peak Hour

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>Cumulative Plus Project</i>		<i>Super-Cumulative Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
39	Eureka & Rocky Ridge	A	0.54	B	0.61
40	Eureka Rd & Ashland Dr	A	0.37	A	0.39
41	Eureka Rd & Deer Valley Apts	A	0.40	A	0.42
42	Fairway & Central Park/Lowes	A	0.45	A	0.49
43	Fairway & Cortina Circle	A	0.28	A	0.33
44	Fairway & Five Star	A	0.40	A	0.44
45	Fairway & Home Depot	A	0.52	A	0.56
46	Fairway & Target/Rosehall	A	0.57	B	0.61
47	Fiddymment & Del Webb/Village Green	B	0.67	C	0.72
48	Fiddymment & Hayden Pkwy (North)	B	0.64	D	0.85
49	Fiddymment & Hayden Pkwy (South)	A	0.54	A	0.59
50	Foothills & Baseline/Main	E	0.94	E	0.98
51	Foothills & Misty Wood/NEC	A	0.54	A	0.56
52	Foothills Bl & Albertsons Dr	A	0.52	A	0.51
53	Foothills Bl & Atkinson Rd	A	0.54	A	0.54
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.75	C	0.80
55	Foothills Bl & HP (South)	B	0.68	C	0.71
56	Foothills Bl & Junction Bl	C	0.71	C	0.78
57	Foothills Bl & McAnally Dr	A	0.52	A	0.54
58	Foothills Bl & Pleasant Grove Bl	D	0.82	D	0.87
59	Foothills Blvd & Rand/Pilgrims	A	0.51	A	0.53
60	Foothills Bl & Vineyard Rd	B	0.66	C	0.72
61	Galleria & Antelope Creek	A	0.45	A	0.44
62	Galleria & Berry	B	0.65	B	0.60
63	Galleria & Roseville Pkwy	C	0.79	C	0.76
64	Harding & Wills	B	0.67	B	0.68
65	Harding Bl & Estates Dr	A	0.41	A	0.44
66	Harding Bl & Lead Hill Bl	B	0.66	B	0.65
67	Harding Bl & Roseville Square	A	0.33	A	0.34
68	Junction & Stonecrest/Magenta	A	0.55	C	0.71
69	Junction Bl & Americana Dr	A	0.42	A	0.51
70	Junction Bl & Baseline Rd	B	0.63	C	0.73
71	Junction Bl & Country Club Dr	B	0.60	C	0.72
72	Junction Bl & Park Regency Dr	A	0.59	C	0.70
73	Junction Bl & Porter Dr	A	0.47	A	0.54
74	Junction Bl & Revere Dr	A	0.38	A	0.47
75	Junction Bl & Washington Bl	A	0.46	A	0.47
76	Junction Bl & Woodcreek Oaks Bl	A	0.52	A	0.56
77	Lead Hill Bl & N Sunrise Av	A	0.53	A	0.53

Table 85
Level of Service at Roseville Intersections
Super-Cumulative Conditions –AM Peak Hour

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>Cumulative Plus Project</i>		<i>Super-Cumulative Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
78	Lead Hill Bl & Rocky Ridge Dr	A	0.46	A	0.48
79	Lead Hill Bl & Wal-Mart	A	0.27	A	0.27
80	N Sunrise Av & Automall Dr	A	0.37	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.45	A	0.41
82	N. Sunrise & Sierra Gardens	A	0.47	A	0.45
83	Olympus Dr & Europa St	A	0.13	A	0.17
84	PFE & Hilltop	A	0.29	A	0.30
85	Pleasant Grove & Fairway	A	0.55	A	0.56
86	Pleasant Grove & Fiddymment	C	0.75	C	0.81
87	Pleasant Grove & Gold Coast/Hallissy	B	0.67	B	0.69
88	Pleasant Grove & Highland Park	A	0.32	A	0.26
89	Pleasant Grove & Market	A	0.48	B	0.63
90	Pleasant Grove & Michener	A	0.58	B	0.64
91	Pleasant Grove & Monument	A	0.42	A	0.47
92	Pleasant Grove & Rose Creek	A	0.54	B	0.62
93	Pleasant Grove & Roseville Pkwy	E	0.98	F	1.04
94	Pleasant Grove & Sun City	A	0.56	B	0.64
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	A	0.56
96	Pleasant Grove & Washington	D	0.85	D	0.87
97	Pleasant Grove Bl & Country Club Dr	B	0.62	B	0.65
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.63	C	0.73
99	Rocky Ridge Dr & Maidu Dr	A	0.54	A	0.54
100	Rocky Ridge Dr & McLaren Dr	A	0.51	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.59	B	0.60
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.10
103	Roseville Parkway & Chase	A	0.59	B	0.60
104	Roseville Parkway & Creekside Ridge	A	0.53	A	0.53
105	Roseville Parkway & Gibson	D	0.89	D	0.88
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.71
107	Roseville Parkway & Reserve	A	0.55	A	0.55
108	Roseville Parkway & Secret Ravine	A	0.55	A	0.56
109	Roseville Parkway & Taylor	D	0.85	D	0.88
110	Roseville Parkway & West Mall	A	0.46	A	0.48
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	B	0.60	A	0.56
113	Roseville Pw & Lead Hill/Orvietto	B	0.61	B	0.61
114	Roseville Pw & N Cirby Wy	A	0.42	A	0.42
115	Roseville Pw & Olympus Dr	A	0.57	A	0.57
116	Roseville Pw & Rocky Ridge Dr	A	0.47	A	0.48

Table 85
Level of Service at Roseville Intersections
Super-Cumulative Conditions –AM Peak Hour

<i>Intersection</i>		<i>AM Peak Hour</i>			
		<i>Cumulative Plus Project</i>		<i>Super-Cumulative Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
117	Roseville Pw & Sierra College Bl	A	0.52	A	0.53
118	Roseville Pw & Trestle Rd	A	0.52	A	0.57
119	Roseville Pw & Village/Slate Creek	A	0.46	A	0.47
120	Roseville Pw & Washington Bl	A	0.59	B	0.64
121	S Cirby Wy & Champion Oaks Dr	A	0.51	A	0.54
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.77
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.51	A	0.52
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.63	B	0.67
127	Sierra College Bl & Indigo Creek Apts	A	0.45	A	0.47
128	Sierra College Bl & Old Auburn Rd	A	0.56	A	0.58
129	Sierra College Bl & Olympus Dr	B	0.63	B	0.69
130	Stanford Ranch & Fairway	A	0.49	A	0.52
131	Stanford Ranch & Five Star	A	0.39	A	0.41
132	Stanford Ranch & Highland Park	A	0.32	A	0.31
133	Sunrise & Coloma	C	0.74	C	0.75
134	Sunrise & Sandringham/Kensington	A	0.59	B	0.61
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.65	B	0.67
137	Sunrise Av & Oak Ridge Dr	A	0.39	A	0.41
138	Washington & Diamond Oaks	B	0.61	B	0.63
139	Washington & Sawtell/Derek	A	0.50	A	0.50
140	Washington Bl & Hallissy Dr	A	0.45	A	0.45
141	Woodcreek Oaks & Baseline	D	0.85	D	0.89
142	Woodcreek Oaks & Canevari/Arsenault	A	0.41	A	0.51
143	Woodcreek Oaks & Horncastle	A	0.54	B	0.65
144	Woodcreek Oaks & McAnally	C	0.74	C	0.77
145	Woodcreek Oaks & Trailee	A	0.57	B	0.62
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.49	A	0.51
147	Washington Blvd & Blue Oaks Blvd	A	0.44	A	0.51
148	I-80 WB Off & Douglas Blvd	C	0.71	C	0.72
149	I-80 WB On & Atlantic St	A	0.45	A	0.43
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.52	A	0.47
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.40	A	0.40
152	I-80 WB Off & Riverside Ave	C	0.71	C	0.73
153	Stanford Ranch & Sr-65 N/B On	A	0.52	A	0.41
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.42	A	0.41
155	Taylor & Eureka I-80 EB Off	D	0.84	D	0.89

Table 85**Level of Service at Roseville Intersections
Super-Cumulative Conditions –AM Peak Hour**

Intersection		AM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
156	Fairway & Highland Park	A	0.48	A	0.55
157	I-80 EB Off/Orlando & Riverside Ave	C	0.76	C	0.79
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.23	A	0.22
159	Washington Blvd & Industrial	B	0.60	B	0.65
160	Foothills Blvd & HP Far South/ NEC	C	0.70	C	0.73
161	Blue Oaks Blvd & Wood Meadow	B	0.60	B	0.61
162	Gibson Rd & New Convention Center Rd	A	0.48	A	0.48
163	Blue Oaks Blvd & West Side Dr	A	0.35	D	0.84
164	Blue Oaks Blvd & Hayden Pkwy	A	0.52	A	0.58
165	Fiddymment Rd & Westhills Dr	B	0.69	D	0.86
166	Pleasant Grove Blvd & West Side Dr	B	0.69	C	0.73
167	Fiddymment Rd & Westlake Dr	A	0.48	A	0.49
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.23	A	0.19
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.51	D	0.86
170	Industrial Ave & Alantown Dr	C	0.79	C	0.80
171	Roseville Pkwy & Gibson West	F	1.01	F	1.04
172	Washington Blvd & All America	A	0.48	A	0.52
173	Cirby & Cottonwood	A	0.52	A	0.53
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	A	0.58	B	0.67
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	A	0.56	E	0.94
178	Watt Ave & Road A	A	0.49	A	0.45
179	Watt Ave & Road B	A	0.43	C	0.71
180	Watt Ave & Baseline Rd	C	0.70	D	0.87
181	West Side Dr & Road A	A	0.45	A	0.57
182	West Side Dr & Road B	A	0.45	A	0.59
183	West Side Dr & Baseline Rd	C	0.78	C	0.76
184	Market St & Road B	A	0.28	A	0.38
185	Market St & Baseline Rd	B	0.60	C	0.74
186	Pleasant Grove Blvd & Upland Dr	A	0.51	A	0.58
187	Upland Dr & Road B	A	0.28	A	0.35
188	Upland Dr & Baseline Rd	A	0.48	A	0.51
189	Baseline Rd & CMU4 Entrance	A	0.50	A	0.48
190	West Side Dr & SV EW Coll	A	0.45	A	0.45
191	Road B & SV NS Coll 3	A	0.18	A	0.32
192	Road B & SV NS Coll 5	A	0.26	A	0.33

Table 85
Level of Service at Roseville Intersections
Super-Cumulative Conditions –AM Peak Hour

Intersection		AM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
193	Watt Ave & SV CC5 CC6	A	0.41	A	0.42
194	Watt Ave & SV EW Coll	A	0.50	A	0.51
195	Road B & SV NS Coll 2	A	0.07	A	0.22
196	West Side Dr & SV EW Coll	A	0.34	A	0.39
197	Baseline Rd & SV CC7	A	0.45	A	0.49
198	Baseline Rd & SV CCBP2	A	0.45	A	0.54
199	Baseline Rd & SV CC9	A	0.43	A	0.49
Intersections in Urban Reserve Area					
200	Watt Ave & Road C	A	0.45	B	0.62
201	West Side Dr & Road C	A	0.41	A	0.49
202	Pleasant Grove Blvd & SV NS Coll 1	A	0.22	A	0.37
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	A	0.53	C	0.81
204	West Side Dr & Nobo Dr (Creekview)	A	0.46	C	0.71
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	n/a		n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	A	0.52	A	0.53
P3	Vernon & Grant (Ped Overlay)	A	0.40	A	0.41
P4	Vernon & Judah (Ped Overlay)	A	0.45	A	0.45
P5	Vernon & Lincoln (Ped Overlay)	A	0.53	A	0.53
P6	Washington & Main (Ped Overlay)	A	0.55	B	0.61
P7	Washington & Oak (Ped Overlay)	A	0.52	A	0.54
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse a.m. LOS for informational purposes only					

Source: DKS Associates, 2009.

Table 86
Level of Service at Roseville Intersections
Super-Cumulative Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.44	A	0.47
2	Atlantic & Wills	C	0.75	C	0.71
3	Atlantic St & Yosemite St	B	0.63	B	0.62
4	Baseline Rd & Fiddymment Rd	E	0.93	E	0.99
5	Blue Oaks & Crocker Ranch	C	0.78	E	0.95
6	Blue Oaks & Del Webb	A	0.55	B	0.67
7	Blue Oaks & Fiddymment	C	0.72	D	0.85
8	Blue Oaks & New Meadow	B	0.62	C	0.73
9	Blue Oaks & Orchard View	A	0.54	A	0.57
10	Blue Oaks Bl & Diamond Creek Bl	C	0.78	E	0.98
11	Blue Oaks Bl & Foothills Bl	D	0.90	D	0.86
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.71	D	0.82
13	Cirby & Sunrise	F	1.06	F	1.06
14	Cirby Wy & Foothills Bl	F	1.13	F	1.11
15	Cirby Wy & Melody Ln	B	0.62	B	0.63
16	Cirby Wy & Northridge Dr	E	0.91	E	0.93
17	Cirby Wy & Oak Ridge Dr	C	0.70	C	0.75
18	Cirby Wy & Orlando Av	D	0.89	D	0.90
19	Cirby Wy & Parkview Dr	A	0.52	A	0.54
20	Cirby Wy & Riverside Av	F	1.12	F	1.15
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.68
22	Cirby Wy & San Simeon Dr	B	0.64	B	0.66
23	Cirby Wy & Vernon St	F	1.26	F	1.29
24	Douglas & Eureka	B	0.68	C	0.71
25	Douglas & Rocky Ridge	D	0.82	D	0.82
26	Douglas & Santa Clara	C	0.70	C	0.71
27	Douglas & Sierra Gardens	B	0.68	B	0.69
28	Douglas & Sunrise	D	0.90	E	0.94
29	Douglas & Target	B	0.68	C	0.70
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.78
31	Douglas Bl & Folsom Rd	B	0.61	B	0.61
32	Douglas Bl & Harding Bl	E	0.94	E	0.97
33	Douglas Bl & Judah St	A	0.48	A	0.49
34	Douglas Bl & Keehner Av	A	0.47	A	0.48
35	Douglas Bl & Park Dr	A	0.40	A	0.41
36	Douglas Bl & Sierra College Bl	D	0.88	D	0.88
37	Eureka & Lead Hill	A	0.55	A	0.59

Table 86
Level of Service at Roseville Intersections
Super-Cumulative Conditions –PM Peak Hour

		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
38	Eureka & N. Sunrise	C	0.77	C	0.79
39	Eureka & Rocky Ridge	C	0.75	C	0.78
40	Eureka Rd & Ashland Dr	A	0.45	A	0.48
41	Eureka Rd & Deer Valley Apts	A	0.42	A	0.45
42	Fairway & Central Park/Lowes	A	0.54	B	0.60
43	Fairway & Cortina Circle	A	0.49	A	0.47
44	Fairway & Five Star	A	0.45	A	0.52
45	Fairway & Home Depot	A	0.52	A	0.55
46	Fairway & Target/Rosehall	A	0.48	A	0.48
47	Fiddymment & Del Webb/Village Green	B	0.64	C	0.79
48	Fiddymment & Hayden Pkwy (North)	B	0.65	B	0.68
49	Fiddymment & Hayden Pkwy (South)	A	0.57	B	0.63
50	Foothills & Baseline/Main	D	0.85	D	0.89
51	Foothills & Misty Wood/NEC	A	0.53	A	0.55
52	Foothills Bl & Albertsons Dr	B	0.66	B	0.66
53	Foothills Bl & Atkinson Rd	A	0.56	A	0.57
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.74	C	0.78
55	Foothills Bl & HP (South)	A	0.51	A	0.53
56	Foothills Bl & Junction Bl	C	0.80	D	0.87
57	Foothills Bl & McAnally Dr	C	0.79	C	0.78
58	Foothills Bl & Pleasant Grove Bl	E	0.91	E	0.94
59	Foothills Blvd & Rand/Pilgrims	A	0.59	B	0.60
60	Foothills Bl & Vineyard Rd	C	0.81	D	0.84
61	Galleria & Antelope Creek	B	0.65	B	0.64
62	Galleria & Berry	D	0.86	C	0.81
63	Galleria & Roseville Pkwy	F	1.02	F	1.03
64	Harding & Wills	C	0.78	C	0.75
65	Harding Bl & Estates Dr	B	0.68	C	0.70
66	Harding Bl & Lead Hill Bl	C	0.77	D	0.84
67	Harding Bl & Roseville Square	B	0.62	B	0.62
68	Junction & Stonecrest/Magenta	A	0.46	A	0.48
69	Junction Bl & Americana Dr	A	0.45	A	0.53
70	Junction Bl & Baseline Rd	C	0.77	D	0.83
71	Junction Bl & Country Club Dr	A	0.59	C	0.74
72	Junction Bl & Park Regency Dr	A	0.53	B	0.60
73	Junction Bl & Porter Dr	A	0.56	B	0.62
74	Junction Bl & Revere Dr	A	0.46	A	0.56
75	Junction Bl & Washington Bl	D	0.85	D	0.86
76	Junction Bl & Woodcreek Oaks Bl	A	0.59	C	0.71

Table 86
Level of Service at Roseville Intersections
Super-Cumulative Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
77	Lead Hill Bl & N Sunrise Av	C	0.70	C	0.72
78	Lead Hill Bl & Rocky Ridge Dr	B	0.63	B	0.68
79	Lead Hill Bl & Wal-Mart	A	0.42	A	0.44
80	N Sunrise Av & Automall Dr	A	0.53	A	0.53
81	N Sunrise Av & Stone Point Dr	A	0.59	B	0.66
82	N. Sunrise & Sierra Gardens	B	0.62	A	0.59
83	Olympus Dr & Europa St	A	0.20	A	0.23
84	PFE & Hilltop	A	0.43	A	0.44
85	Pleasant Grove & Fairway	D	0.86	E	0.91
86	Pleasant Grove & Fiddymment	E	1.00	F	1.13
87	Pleasant Grove & Gold Coast/Hallissy	C	0.78	D	0.82
88	Pleasant Grove & Highland Park	A	0.50	A	0.49
89	Pleasant Grove & Market	A	0.53	C	0.72
90	Pleasant Grove & Michener	B	0.69	C	0.78
91	Pleasant Grove & Monument	A	0.45	A	0.51
92	Pleasant Grove & Rose Creek	C	0.70	C	0.78
93	Pleasant Grove & Roseville Pkwy	F	1.13	F	1.20
94	Pleasant Grove & Sun City	B	0.64	C	0.71
95	Pleasant Grove & Wal-Mart/Highland Pointe	C	0.78	C	0.80
96	Pleasant Grove & Washington	D	0.82	D	0.87
97	Pleasant Grove Bl & Country Club Dr	A	0.58	B	0.63
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.84	E	0.94
99	Rocky Ridge Dr & Maidu Dr	A	0.59	B	0.61
100	Rocky Ridge Dr & McLaren Dr	A	0.49	A	0.50
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.27	A	0.31
103	Roseville Parkway & Chase	D	0.83	D	0.87
104	Roseville Parkway & Creekside Ridge	C	0.79	D	0.84
105	Roseville Parkway & Gibson	D	0.84	D	0.83
106	Roseville Parkway & N. Sunrise	E	0.92	E	0.95
107	Roseville Parkway & Reserve	C	0.79	C	0.80
108	Roseville Parkway & Secret Ravine	C	0.77	C	0.77
109	Roseville Parkway & Taylor	D	0.85	D	0.83
110	Roseville Parkway & West Mall	A	0.58	A	0.59
111	Roseville Pw & Alexandra Dr	B	0.63	B	0.62
112	Roseville Pw & Eureka Rd	C	0.71	C	0.75
113	Roseville Pw & Lead Hill/Orvietto	B	0.65	B	0.68
114	Roseville Pw & N Cirby Wy	A	0.50	A	0.51
115	Roseville Pw & Olympus Dr	B	0.63	B	0.67

Table 86
Level of Service at Roseville Intersections
Super-Cumulative Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
116	Roseville Pw & Rocky Ridge Dr	B	0.62	B	0.64
117	Roseville Pw & Sierra College Bl	C	0.81	D	0.83
118	Roseville Pw & Trestle Rd	A	0.59	B	0.69
119	Roseville Pw & Village/Slate Creek	A	0.51	A	0.54
120	Roseville Pw & Washington Bl	B	0.63	B	0.69
121	S Cirby Wy & Champion Oaks Dr	A	0.52	A	0.54
122	S Cirby Wy & Old Auburn Rd	C	0.73	C	0.74
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.47
125	Sierra College & Secret Ravine	A	0.59	B	0.63
126	Sierra College Bl & Eureka Rd	A	0.58	A	0.59
127	Sierra College Bl & Indigo Creek Apts	C	0.79	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.78	C	0.79
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.58
130	Stanford Ranch & Fairway	B	0.64	B	0.63
131	Stanford Ranch & Five Star	A	0.59	B	0.63
132	Stanford Ranch & Highland Park	A	0.52	A	0.46
133	Sunrise & Coloma	C	0.73	C	0.75
134	Sunrise & Sandringham/Kensington	D	0.90	E	0.94
135	Sunrise & Sun Tree/Kensington	C	0.70	C	0.70
136	Sunrise Av & Frances Dr	B	0.62	B	0.64
137	Sunrise Av & Oak Ridge Dr	A	0.46	A	0.45
138	Washington & Diamond Oaks	C	0.71	C	0.72
139	Washington & Sawtell/Derek	C	0.75	C	0.76
140	Washington Bl & Hallissy Dr	A	0.37	A	0.38
141	Woodcreek Oaks & Baseline	D	0.90	E	0.93
142	Woodcreek Oaks & Canevari/Arsenault	A	0.55	C	0.77
143	Woodcreek Oaks & Horncastle	A	0.54	B	0.67
144	Woodcreek Oaks & McAnally	B	0.61	B	0.66
145	Woodcreek Oaks & Trailee	A	0.45	A	0.50
146	SR 65 N/B Off & Blue Oaks Blvd	C	0.79	C	0.77
147	Washington Blvd & Blue Oaks Blvd	B	0.66	B	0.66
148	I-80 WB Off & Douglas Blvd	C	0.81	D	0.88
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	B	0.69	B	0.69
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.66	C	0.71
152	I-80 WB Off & Riverside Ave	B	0.61	B	0.62
153	Stanford Ranch & Sr-65 N/B On	D	0.84	D	0.87
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.81	D	0.83

Table 86
Level of Service at Roseville Intersections
Super-Cumulative Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
155	Taylor & Eureka I-80 EB Off	E	0.97	F	1.05
156	Fairway & Highland Park	C	0.72	B	0.67
157	I-80 EB Off/Orlando & Riverside Ave	E	0.91	E	0.92
Future Signals in CIP					
158	Roseville Pkwy & Old Auburn	A	0.41	A	0.42
159	Washington Blvd & Industrial	B	0.65	B	0.66
160	Foothills Blvd & HP Far South/ NEC	B	0.64	B	0.67
161	Blue Oaks Blvd & Wood Meadow	A	0.58	B	0.60
162	Gibson Rd & New Convention Center Rd	B	0.67	B	0.67
163	Blue Oaks Blvd & West Side Dr	A	0.31	D	0.83
164	Blue Oaks Blvd & Hayden Pkwy	A	0.53	B	0.64
165	Fiddymment Rd & Westhills Dr	B	0.69	D	0.84
166	Pleasant Grove Blvd & West Side Dr	B	0.63	C	0.72
167	Fiddymment Rd & Westlake Dr	A	0.41	A	0.38
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.17	A	0.14
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.58	B	0.64
170	Industrial Ave & Alantown Dr	C	0.74	C	0.76
171	Roseville Pkwy & Gibson West	D	0.86	D	0.86
172	Washington Blvd & All America	A	0.58	A	0.57
173	Cirby & Cottonwood	A	0.42	A	0.43
174	Secret Ravine & Alexandra	A	0.21	A	0.23
175	Fiddymment Rd & Fiddymment Ranch EW Rd	C	0.72	C	0.74
176	Douglas Blvd & I-80 EB On	C	0.72	C	0.73
Sierra Vista Specific Plan Intersections					
177	Watt Ave & Pleasant Grove Blvd	C	0.74	F	1.15
179	Watt Ave & Road A	A	0.52	A	0.53
179	Watt Ave & Road B	A	0.49	D	0.90
180	Watt Ave & Baseline Rd	D	0.82	D	0.84
181	West Side Dr & Road A	A	0.48	B	0.66
182	West Side Dr & Road B	B	0.63	C	0.81
183	West Side Dr & Baseline Rd	C	0.80	C	0.77
184	Market St & Road B	A	0.25	A	0.42
185	Market St & Baseline Rd	B	0.63	C	0.73
186	Pleasant Grove Blvd & Upland Dr	A	0.51	A	0.54
187	Upland Dr & Road B	A	0.33	A	0.44
188	Upland Dr & Baseline Rd	A	0.57	A	0.59
189	Baseline Rd & CMU4 Entrance	A	0.58	B	0.65
190	West Side Dr & SV EW Coll	A	0.55	A	0.56
191	Road B & SV NS Coll 3	A	0.17	A	0.31

Table 86
Level of Service at Roseville Intersections
Super-Cumulative Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
192	Road B & SV NS Coll 5	A	0.23	A	0.34
193	Watt Ave & SV CC5 CC6	A	0.54	A	0.50
194	Watt Ave & SV EW Coll	A	0.53	B	0.63
195	Road B & SV NS Coll 2	A	0.06	A	0.29
196	West Side Dr & SV EW Coll	A	0.36	A	0.43
197	Baseline Rd & SV CC7	B	0.61	C	0.71
198	Baseline Rd & SV CCBP2	A	0.56	B	0.63
199	Baseline Rd & SV CC9	C	0.70	C	0.79
Intersections in Urban Reserve Area					
200	Watt Ave & Road C	A	0.54	C	0.78
201	West Side Dr & Road C	A	0.40	A	0.45
202	Pleasant Grove Blvd & SV NS Coll 1	A	0.24	A	0.40
Creekview Intersections					
203	West Side Dr & Parkway One (Creekview)	A	0.54	C	0.79
204	West Side Dr & Nobo Dr (Creekview)	A	0.56	C	0.74
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy (Ped Overlay)	n/a		n/a	
P2	Vernon & Douglas/Riverside (Ped Overlay)	B	0.65	B	0.65
P3	Vernon & Grant (Ped Overlay)	A	0.54	A	0.58
P4	Vernon & Judah (Ped Overlay)	A	0.58	A	0.58
P5	Vernon & Lincoln (Ped Overlay)	D*	0.87	E*	0.93
P6	Washington & Main (Ped Overlay)	C	0.78	C	0.81
P7	Washington & Oak (Ped Overlay)	B	0.69	B	0.69
P8	Grant & Oak	n/a		n/a	
Note: BOLD Locations operate at LOS D or worse					
*Intersections in Pedestrian Overlay Zone excluded from LOS policy					

Source: DKS Associates, 2009.

Table 87

**Number of Roseville Intersections Operating at LOS C or Better
Super-Cumulative Plus Project Scenario - AM Peak Hour**

Level of Service	AM Peak Hour			
	Cumulative Plus Project		Super-Cumulative Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	187	91.7%	179	87.7%
LOS D	10	4.9%	13	6.4%
LOS E	5	2.5%	7	3.4%
LOS F	2	1.0%	5	2.5%
LOS D-F	17	8.3%	25	12.3%
Total	204	100%	204	100%
Note: Excludes intersections in Pedestrian Overlay Zone a.m. LOS for informational purposes only				

Source: DKS Associates, 2009.

Table 88

**Number of Roseville Intersections Operating at LOS C or Better
Super-Cumulative Plus Project Scenario - PM Peak Hour**

Level of Service	PM Peak Hour			
	Cumulative Plus Project		Super-Cumulative Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	171	83.8%	155	76.0%
LOS D	19	9.3%	27	13.2%
LOS E	8	3.9%	13	6.4%
LOS F	6	2.9%	9	4.4%
LOS D-F	33	16.2%	49	24.0%
Total	204	100%	204	100%
Note: Excludes intersections in Pedestrian Overlay Zone				

Source: DKS Associates, 2009.

Table 89**Roseville Intersections Operating at LOS D or Worse
Super-Cumulative Conditions –AM Peak Hour**

Intersection		AM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddymment Rd	D	0.84	E	0.97
7	Blue Oaks & Fiddymment	D	0.89	F	1.05
11	Blue Oaks Bl & Foothills Bl	D	0.88	E	0.94
13	Cirby & Sunrise	D	0.90	E	0.93
14	Cirby Wy & Foothills Bl	E	0.99	F	1.02
18	Cirby Wy & Orlando Av	E	0.93	E	0.94
20	Cirby Wy & Riverside Av	F	1.04	F	1.04
23	Cirby Wy & Vernon St	E	0.98	E	0.98
30	Douglas Bl & E Roseville Pw	C	0.77	D	0.83
48	Fiddymment & Hayden Pkwy (North)	B	0.64	D	0.85
50	Foothills & Baseline/Main	E	0.94	E	0.98
58	Foothills Bl & Pleasant Grove Bl	D	0.82	D	0.87
93	Pleasant Grove & Roseville Pkwy	E	0.98	F	1.04
96	Pleasant Grove & Washington	D	0.85	D	0.87
105	Roseville Parkway & Gibson	D	0.89	D	0.88
109	Roseville Parkway & Taylor	D	0.85	D	0.88
141	Woodcreek Oaks & Baseline	D	0.85	D	0.89
155	Taylor & Eureka I-80 EB Off	D	0.84	D	0.89
163	Blue Oaks Blvd & West Side Dr	A	0.35	D	0.84
165	Fiddymment Rd & Westhills Dr	B	0.69	D	0.86
166	Pleasant Grove Blvd & West Side Dr	B	0.69	D	0.88
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.51	D	0.86
171	Roseville Pkwy & Gibson West	F	1.01	F	1.04
177	Watt Ave & Pleasant Grove Blvd	A	0.56	E	0.94
180	Watt Ave & Baseline Rd	C	0.70	D	0.87

Note: **BOLD** Locations operate at LOS D or worse
a.m. LOS for informational purposes only

Source: DKS Associates, 2009.

Table 90
Roseville Intersections Operating at LOS D or Worse
Super-Cumulative Conditions –PM Peak Hour

Intersection		PM Peak Hour			
		Cumulative Plus Project		Super-Cumulative Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
4	Baseline Rd & Fiddymment Rd	E	0.93	E	0.99
5	Blue Oaks & Crocker Ranch	C	0.78	E	0.95
7	Blue Oaks & Fiddymment	C	0.72	D	0.85
10	Blue Oaks Bl & Diamond Creek Bl	C	0.78	E	0.98
11	Blue Oaks Bl & Foothills Bl	D	0.90	D	0.86
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.71	D	0.82
13	Cirby & Sunrise	F	1.06	F	1.06
14	Cirby Wy & Foothills Bl	F	1.13	F	1.11
16	Cirby Wy & Northridge Dr	E	0.91	E	0.93
18	Cirby Wy & Orlando Av	D	0.89	D	0.90
20	Cirby Wy & Riverside Av	F	1.12	F	1.15
23	Cirby Wy & Vernon St	F	1.26	F	1.29
25	Douglas & Rocky Ridge	D	0.82	D	0.82
28	Douglas & Sunrise	D	0.90	E	0.94
32	Douglas Bl & Harding Bl	E	0.94	E	0.97
36	Douglas Bl & Sierra College Bl	D	0.88	D	0.88
50	Foothills & Baseline/Main	D	0.85	D	0.89
56	Foothills Bl & Junction Bl	C	0.80	D	0.87
58	Foothills Bl & Pleasant Grove Bl	E	0.91	E	0.94
60	Foothills Bl & Vineyard Rd	C	0.81	D	0.84
62	Galleria & Berry	D	0.86	C	0.81
63	Galleria & Roseville Pkwy	F	1.02	F	1.03
66	Harding Bl & Lead Hill Bl	C	0.77	D	0.84
70	Junction Bl & Baseline Rd	C	0.77	D	0.83
75	Junction Bl & Washington Bl	D	0.85	D	0.86
85	Pleasant Grove & Fairway	D	0.86	E	0.91
86	Pleasant Grove & Fiddymment	E	1.00	F	1.13
87	Pleasant Grove & Gold Coast/Hallissy	C	0.78	D	0.82
93	Pleasant Grove & Roseville Pkwy	F	1.13	F	1.20
96	Pleasant Grove & Washington	D	0.82	D	0.87
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.84	E	0.94
103	Roseville Parkway & Chase	D	0.83	D	0.87
104	Roseville Parkway & Creekside Ridge	C	0.79	D	0.84
105	Roseville Parkway & Gibson	D	0.84	D	0.83
106	Roseville Parkway & N. Sunrise	E	0.92	E	0.95
109	Roseville Parkway & Taylor	D	0.85	D	0.83
117	Roseville Pw & Sierra College Bl	C	0.81	D	0.83
134	Sunrise & Sandringham/Kensington	D	0.90	E	0.94

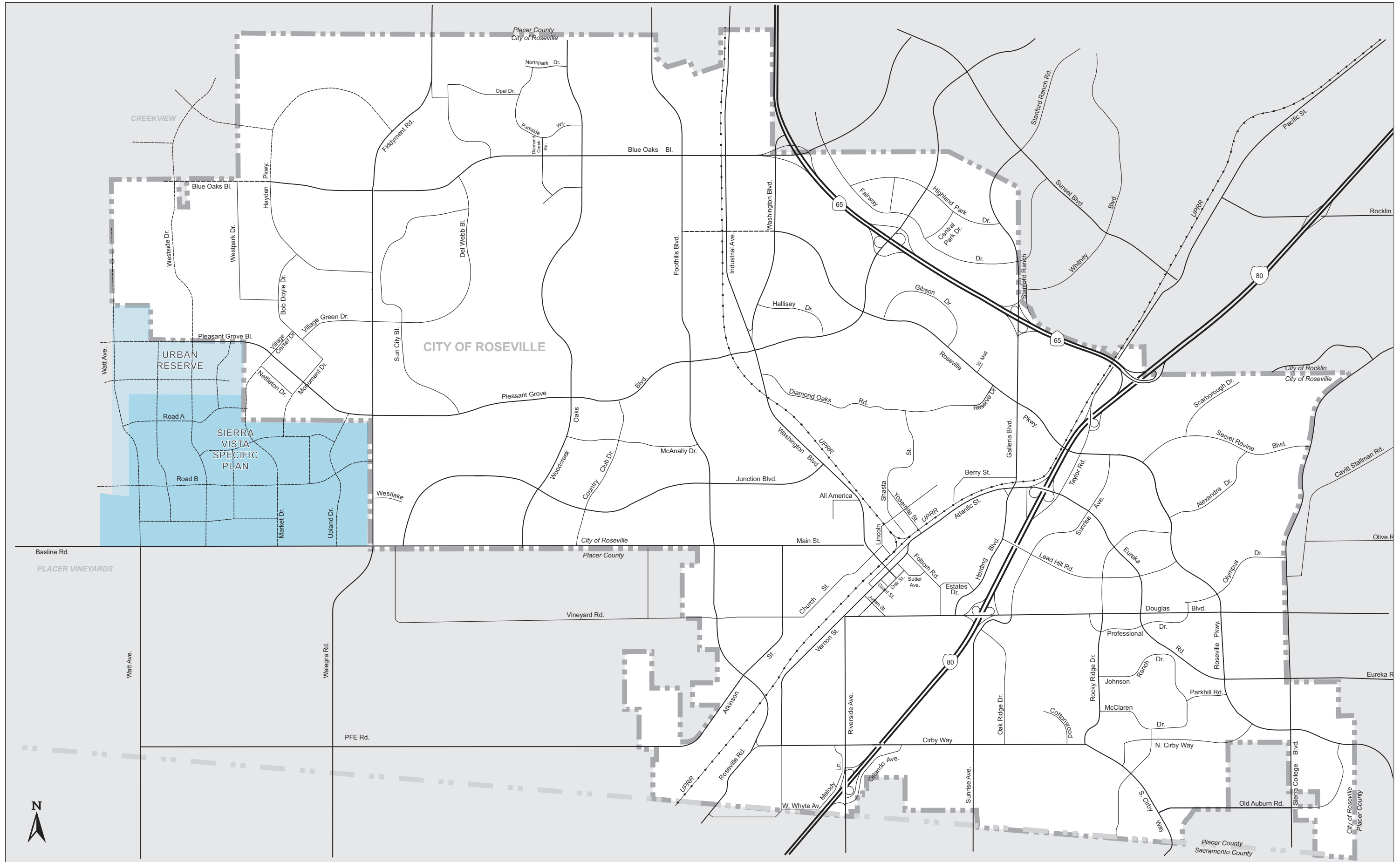
Table 90
Roseville Intersections Operating at LOS D or Worse
Super-Cumulative Conditions –PM Peak Hour

<i>Intersection</i>		<i>PM Peak Hour</i>			
		<i>Cumulative Plus Project</i>		<i>Super-Cumulative Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
141	Woodcreek Oaks & Baseline	D	0.90	E	0.93
148	I-80 WB Off & Douglas Blvd	C	0.81	D	0.88
153	Stanford Ranch & Sr-65 N/B On	D	0.84	D	0.87
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.81	D	0.83
155	Taylor & Eureka I-80 EB Off	E	0.97	F	1.05
157	I-80 EB Off/Orlando & Riverside Ave	E	0.91	E	0.92
163	Blue Oaks Blvd & West Side Dr	A	0.31	D	0.83
165	Fiddymment Rd & Westhills Dr	B	0.69	D	0.84
171	Roseville Pkwy & Gibson West	D	0.86	D	0.86
177	Watt Ave & Pleasant Grove Blvd	C	0.74	F	1.15
179	Watt Ave & Road B	A	0.49	D	0.90
180	Watt Ave & Baseline Rd	D	0.82	D	0.84
P5	Vernon & Lincoln (Ped Overlay)	D*	0.87	E*	0.93

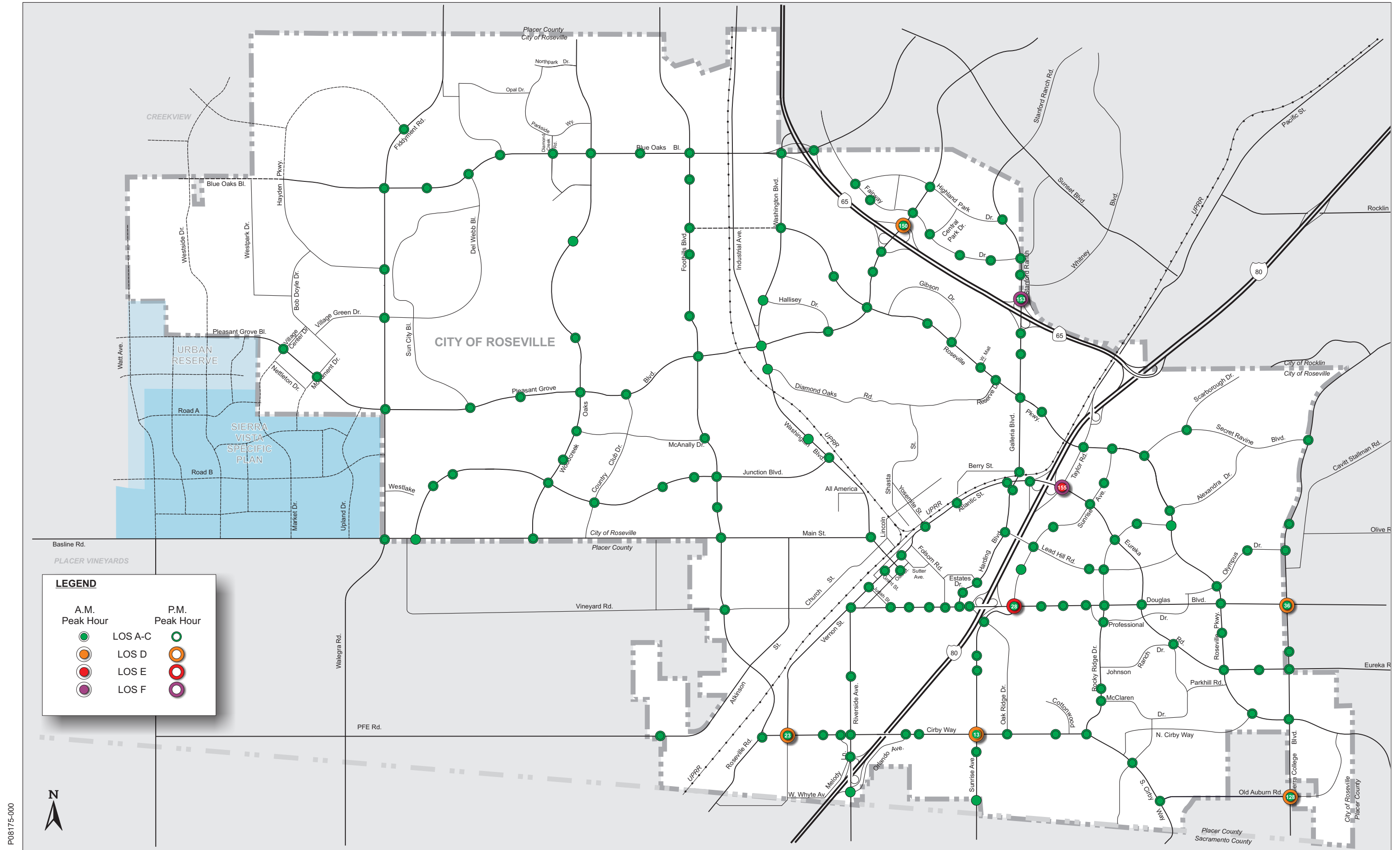
Note: **BOLD** Locations operate at LOS D or worse

*Intersections in Pedestrian Overlay Zone excluded from LOS policy

Source: DKS Associates, 2009.

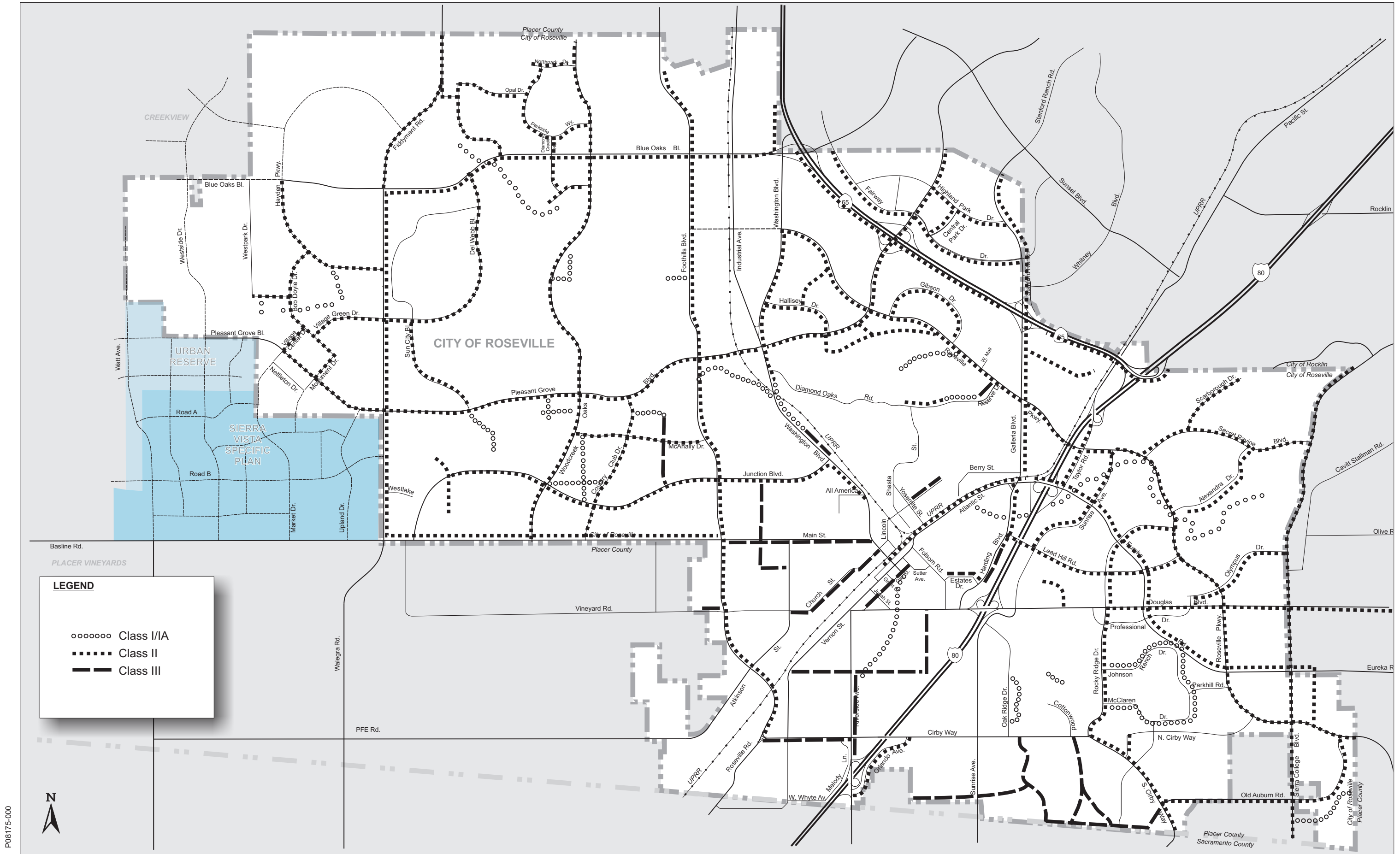






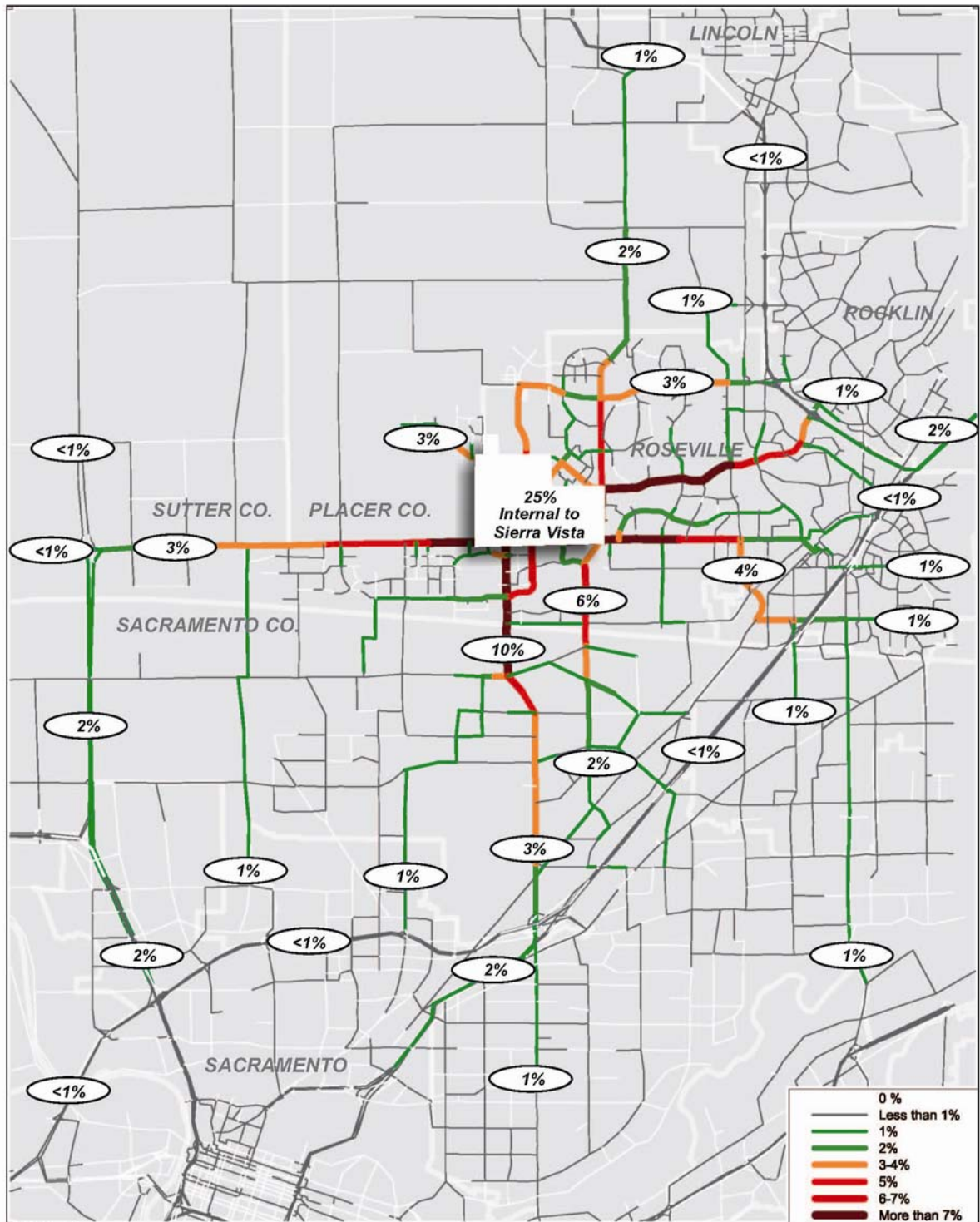
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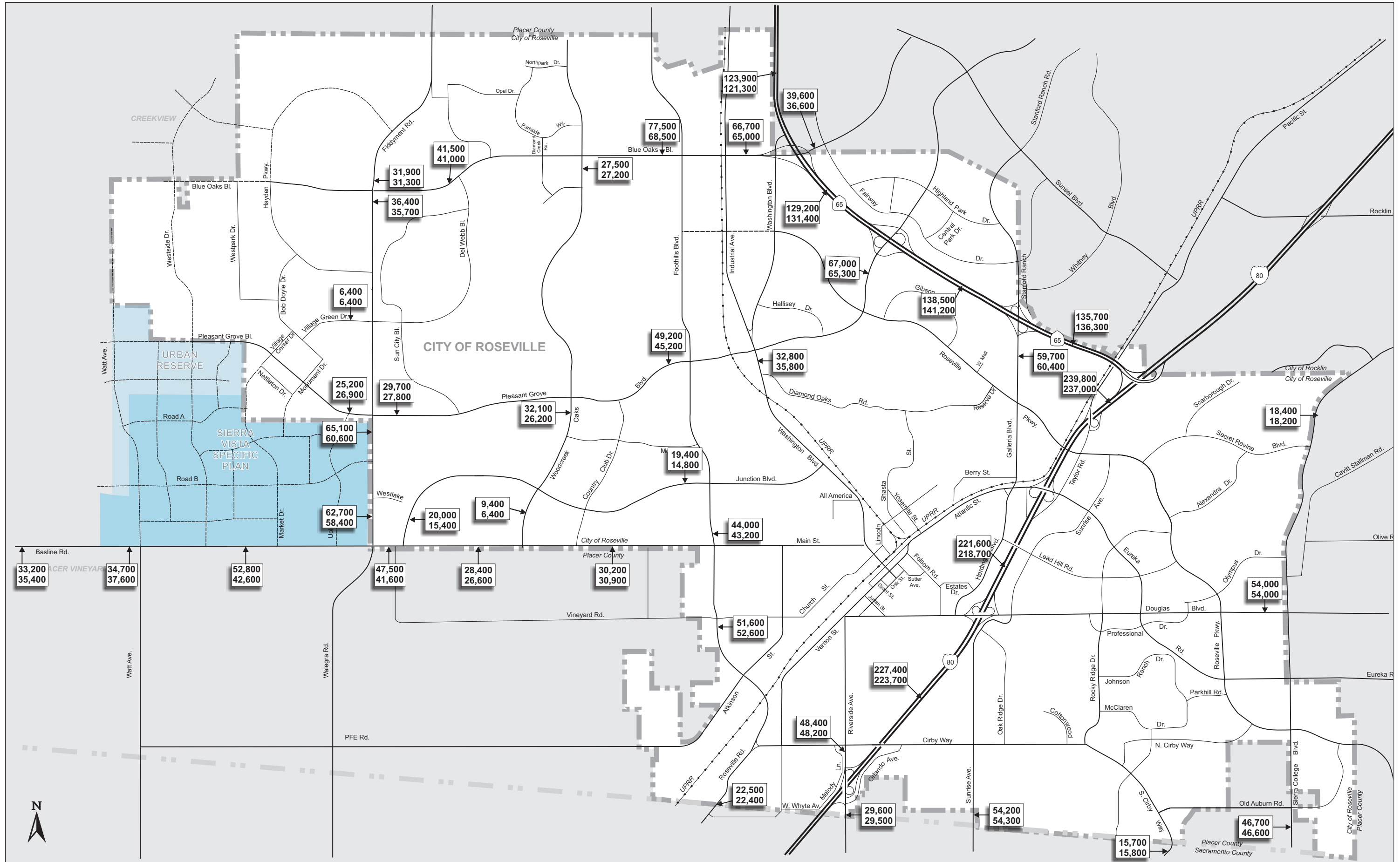
FIGURE 3
Existing Level of Service at Signalized Intersections
City of Roseville



P08175-000

FIGURE 6
City of Roseville Existing Bicycle Facilities





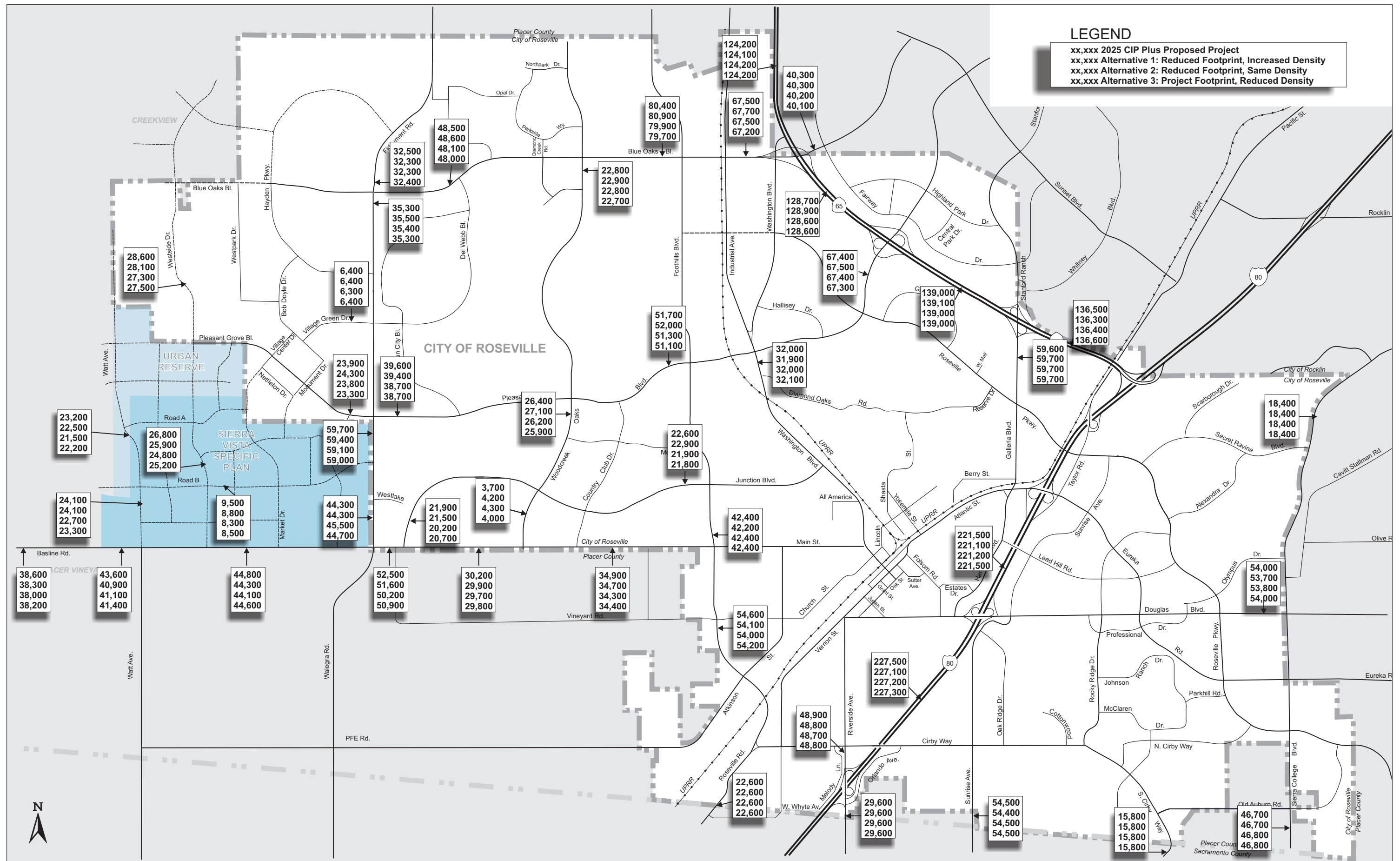


FIGURE 12

2025 CIP Plus Project and Project Alternatives Daily Traffic Volumes

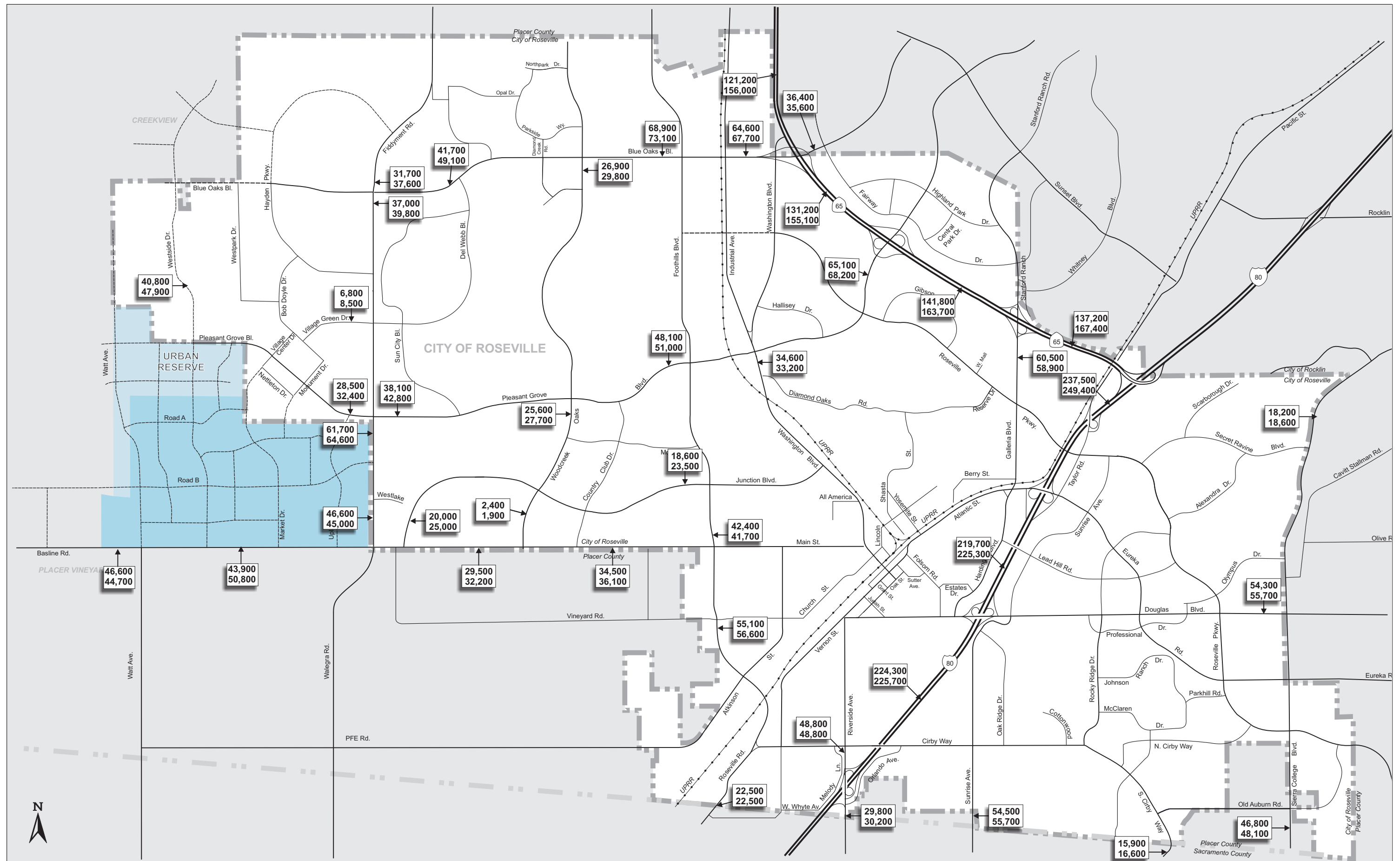


FIGURE 13

2025 Cumulative Plus Project and Super-Cumulative Daily Traffic Volumes

EXISTING CONDCTIONS

**PEAK HOUR INTRERSECTION
LEVELS OF SERVICE
TRAFFIC VOLUMES
GEOMETRICS**

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
EXAM		EXPM		sv08AM		sv08PM					
Ov 13 1 68 18 698 6 34 801 5 13 1 13		Ov 18 4 64 20 774 18 15 834 15 13 1 16		Ov 13 1 68 18 722 6 34 785 4 11 1 11		Ov 18 4 64 20 764 19 15 855 15 16 1 16		0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0	
N/S Split Phase E/W Protected		N/S Split Phase E/W Protected		N/S Split Phase E/W Protected		N/S Split Phase E/W Protected		+ 70.4%		+ 130.7%	
1Atlantic & Tiger/Center				1Atlantic & Tiger/Center				1Atlantic & Tiger/Center			
Ig 0 0 0 0 607 172 0 714 251 0 135 125		Ig 0 0 0 0 606 244 1 797 149 0 277 223		Ig 0 0 0 0 602 198 0 693 253 0 139 139		Ig 0 0 0 0 586 253 1 837 145 0 257 225		0 0 0 0 0 0 0 2 18 0 0 14		0 0 0 0 36 40 0 4 18 0 0 2	
N/S Permitted E/W Protected		N/S Permitted E/W Protected		N/S Permitted E/W Protected		N/S Permitted E/W Protected		+ 201.0%		+ 70.3%	
2Atlantic & Wills				2Atlantic & Wills				2Atlantic & Wills			
Ov 102 0 223 75 505 0 139 684 0 0 0 0		Ov 96 0 230 134 555 0 389 470 0 0 0 0		Ov 107 0 236 71 516 0 138 671 0 0 0 0		Ov 105 0 231 138 544 0 386 493 0 0 0 0		5 0 13 18 0 0 0 0 0 0 0 0		9 0 1 10 0 0 20 23 0 0 0 0	
N/S Permitted E/W Protected		N/S Permitted E/W Protected		N/S Permitted E/W Protected		N/S Permitted E/W Protected		+ 110.6%		+ 231.2%	
3Atlantic St & Yosemite St				3Atlantic St & Yosemite St				3Atlantic St & Yosemite St			
Ov 622 372 54 293 141 16 76 566 307 19 605 181		Ov 266 455 44 595 560 12 80 188 246 22 428 293		Ov 722 0 106 387 533 16 104 856 22 19 205 0		Ov 422 87 185 733 702 12 135 718 0 22 30 15		100 (372) 52 94 392 0 33 290 0 0 0 0		156 (368) 141 138 142 0 339 530 0 0 0 0	
N/S Protected E/W Protected		N/S Protected E/W Protected		N/S Protected E/W Protected		N/S Protected E/W Protected		- (282)-8.7%		- (128)-4.0%	
4Baseline Rd & Fiddymnt Rd				4Baseline Rd & Fiddymnt Rd				4Baseline Rd & Fiddymnt Rd			
In 35 0 191 12 408 0 79 324 0 0 0 0		In 28 0 107 31 411 0 204 494 0 0 0 0		In 40 0 185 13 531 0 76 381 0 0 0 0		In 30 0 110 33 484 0 202 618 0 0 0 0		5 0 (6) 1 123 0 54 57 0 0 0 0		2 5 3 2 73 0 122 124 0 0 0 0	
N/S Protected E/W Protected		N/S Protected E/W Protected		N/S Protected E/W Protected		N/S Protected E/W Protected		+ 17716.9%		+ 20215.8%	
5Blue Oaks & Crocker Ranch				5Blue Oaks & Crocker Ranch				5Blue Oaks & Crocker Ranch			
Ig 0 0 0 0 321 2 0 311 53 3 0 100		Ig 0 0 0 0 308 11 0 544 137 5 0 86		Ig 0 0 0 0 452 2 0 377 49 3 0 94		Ig 0 0 0 0 390 11 0 680 126 5 0 78		0 0 0 0 131 0 62 66 (4) 0 0 (6)		0 0 0 0 82 0 0 125 136 0 0 (8)	
N/S Permitted E/W Protected		N/S Permitted E/W Protected		N/S Permitted E/W Protected		N/S Permitted E/W Protected		+ 18723.7%		+ 19918.2%	
6Blue Oaks & Del Webb				6Blue Oaks & Del Webb				6Blue Oaks & Del Webb			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
7 Blue Oaks & Fiddymont		7 Blue Oaks & Fiddymont		7 Blue Oaks & Fiddymont	
8 Blue Oaks & New Meadow		8 Blue Oaks & New Meadow		8 Blue Oaks & New Meadow	
9 Blue Oaks & Orchard View		9 Blue Oaks & Orchard View		9 Blue Oaks & Orchard View	
10 Blue Oaks Bl & Diamond Creek Bl		10 Blue Oaks Bl & Diamond Creek Bl		10 Blue Oaks Bl & Diamond Creek Bl	
11 Blue Oaks Bl & Foothills Bl		11 Blue Oaks Bl & Foothills Bl		11 Blue Oaks Bl & Foothills Bl	
12 Blue Oaks Bl & Woodcreek Oaks Bl		12 Blue Oaks Bl & Woodcreek Oaks Bl		12 Blue Oaks Bl & Woodcreek Oaks Bl	

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
lg 136 177 843 179 109 131 130 802 138 lg 287 399 889 230 233 140 137 637 269 N/S Protected LOS: B E/W Protected V/C: 0.65		lg 133 170 854 211 113 132 133 822 140 lg 288 402 905 249 236 134 137 645 262 N/S Protected LOS: D E/W Protected V/C: 0.86		(3) 9 11 32 4 20 (9) 1 25 10 (9) 1 1 3 16 19 (3) 30 (2) (6) 1 8 38 (7) + 80 1.8% + 70 1.3%							
13 Cirby & Sunrise				13 Cirby & Sunrise				13 Cirby & Sunrise			
in 0 0 0 550 0 0 0 1,333 374 300 326 in 0 0 0 371 0 0 0 1,235 372 435 251 N/S Protected LOS: B E/W Permitted V/C: 0.67		in 0 0 0 371 0 0 0 1,235 372 435 251 in 0 0 0 560 0 0 0 1,431 371 310 326 N/S Protected LOS: C E/W Permitted V/C: 0.70		in 0 0 0 416 0 0 0 1,320 372 462 252 in 0 0 0 416 0 0 0 1,320 372 462 252 N/S Protected LOS: C E/W Permitted V/C: 0.72		0 10 0 0 98 0 0 0 71 (3) 10 0 0 45 0 0 85 48 28 1 130 0 0 0 + 189 4.9% + 206 4.8%					
14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl			
in 0 0 0 0 1,530 10 0 1,016 214 199 in 0 0 0 0 1,318 16 0 1,804 283 255 N/S Permitted LOS: A E/W Protected V/C: 0.48		in 0 0 0 0 1,318 16 0 1,804 283 255 in 0 0 0 0 1,604 9 0 1,078 212 192 N/S Permitted LOS: A E/W Protected V/C: 0.49		in 0 0 0 0 1,413 14 0 1,901 260 252 in 0 0 0 0 1,413 14 0 1,901 260 252 N/S Permitted LOS: C E/W Protected V/C: 0.72		0 0 74 0 60 62 0 0 0 (7) 0 (7) 0 0 95 0 62 56 74 (3) 0 (23) 0 (3) + 126 4.2% + 164 4.5%					
15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln			
in 12 1 5 1 1,543 1 26 1,192 7 28 in 6 1 8 1 1,287 1 18 1,763 19 14 N/S Split Phase LOS: A E/W Protected V/C: 0.58		in 6 1 8 1 1,287 1 18 1,763 19 14 in 13 1 5 1 1,618 1 25 1,243 7 27 N/S Split Phase LOS: B E/W Protected V/C: 0.60		in 7 1 11 1 1,381 1 17 1,843 17 14 in 7 1 11 1 1,381 1 17 1,843 17 14 N/S Split Phase LOS: B E/W Protected V/C: 0.68		1 0 0 0 (1) 50 0 (1) 51 0 0 (1) 1 3 94 0 (1) 76 46 1 80 1 0 0 + 124 4.4% + 174 5.5%					
16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr			
in 57 6 24 32 988 21 42 88 13 88 in 74 36 55 50 1,080 36 29 1,028 62 54 N/S Permitted LOS: A E/W Protected V/C: 0.48		in 74 36 55 50 1,080 36 29 1,028 62 54 in 65 6 22 33 1,037 10 37 1,004 21 88 N/S Permitted LOS: A E/W Protected V/C: 0.48		in 68 44 55 45 1,095 35 31 1,037 65 54 in 68 44 55 45 1,095 35 31 1,037 65 54 N/S Permitted LOS: A E/W Protected V/C: 0.54		8 9 18 0 1 11 91 0 16 0 0 0 (6) 8 15 0 (5) 13 41 2 9 3 1 0 + 37 1.6% + 25 1.0%					
17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr			
ov 6 1 7 4 1,092 81 2 328 0 328 ov 10 1 11 5 1,072 31 3 1,072 183 561 N/S Split Phase LOS: A E/W Protected V/C: 0.56		ov 10 1 11 5 1,072 31 3 1,072 183 561 ov 6 2 8 4 1,123 86 2 1,123 86 322 N/S Split Phase LOS: A E/W Protected V/C: 0.56		ov 10 1 12 5 1,119 185 3 1,119 185 561 ov 10 1 12 5 1,119 185 3 1,119 185 561 N/S Split Phase LOS: C E/W Protected V/C: 0.76		0 1 44 2 0 36 0 6 31 5 12 (6) 0 0 43 0 0 49 41 2 47 2 (1) 0 + 90 3.8% + 94 3.2%					
18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av			

lg

288

402

905

249

236

134

137

645

262

N/S

Protected

LOS: D

E/W

Protected

V/C: 0.66

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas					
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
79 1 73 32 1,005 0 27 896 50 13 0 26 25 1,057 7 30 1,121 11 79 1 73 32 1,022 0 27 904 50 13 0 26 23 1,062 7 30 1,124 11 0 0 0 17 17 0 8 8 0 0 0 0 5 5 0 3 3 0		N/S Split Phase LOS: A E/W Protected V/C: 0.54		N/S Split Phase LOS: A E/W Protected V/C: 0.46		N/S Split Phase LOS: A E/W Protected V/C: 0.54		N/S Split Phase LOS: A E/W Protected V/C: 0.46		+ 25 1.1%		+ 6 0.3%	
19 Cirby Wy & Parkview Dr				19 Cirby Wy & Parkview Dr				19 Cirby Wy & Parkview Dr					
103 560 167 288 988 1,274 140 585 412 127 538 167 164 623 1,024 128 687 319 102 585 169 286 1,032 1,300 142 627 402 123 544 164 164 671 1,068 135 731 316 (1) 25 2 26 (2) 44 34 (10) 3 (4) 6 (3) (1) 0 48 48 32 8		N/S Protected LOS: C E/W Protected V/C: 0.78		N/S Protected LOS: C E/W Protected V/C: 0.78		N/S Protected LOS: C E/W Protected V/C: 0.80		N/S Protected LOS: C E/W Protected V/C: 0.81		+ 143 2.4%		+ 177 3.2%	
20 Cirby Wy & Riverside Av				20 Cirby Wy & Riverside Av				20 Cirby Wy & Riverside Av					
391 0 131 547 317 0 484 554 0 714 0 543 491 532 0 323 426 0 394 0 124 548 337 0 474 566 0 717 0 537 488 548 0 324 435 0 3 0 (7) (4) 1 20 2 12 0 (3) 0 13 (3) 0 0 10 9 0		N/S Permitted LOS: B E/W Split Phase V/C: 0.61		N/S Permitted LOS: C E/W Split Phase V/C: 0.73		N/S Permitted LOS: B E/W Split Phase V/C: 0.61		N/S Permitted LOS: C E/W Split Phase V/C: 0.73		+ 19 0.8%		+ 20 0.7%	
21 Cirby Wy & Rocky Ridge Dr				21 Cirby Wy & Rocky Ridge Dr				21 Cirby Wy & Rocky Ridge Dr					
0 0 0 0 1,121 20 0 1,146 26 0 1,394 41 31 0 40 0 1,220 42 0 1,159 21 0 0 0 0 1,181 26 0 1,431 47 0 34 44 0 1,269 42 0 0 0 0 38 1 35 35 0 0 0 0 0 37 6 49 49 0		N/S Permitted LOS: A E/W Protected V/C: 0.42		N/S Permitted LOS: A E/W Protected V/C: 0.53		N/S Permitted LOS: A E/W Protected V/C: 0.43		N/S Permitted LOS: A E/W Protected V/C: 0.54		+ 75 3.1%		+ 96 3.5%	
22 Cirby Wy & San Simeon Dr				22 Cirby Wy & San Simeon Dr				22 Cirby Wy & San Simeon Dr					
285 137 90 203 1,403 68 87 1,010 89 370 114 90 197 1,219 46 72 1,556 58 286 139 90 217 1,479 76 86 1,064 89 372 122 89 195 1,316 37 72 1,638 58 1 2 0 14 76 8 53 54 0 2 8 9 97 98 (35) (1) 82 7		N/S Protected LOS: C E/W Protected V/C: 0.71		N/S Protected LOS: D E/W Protected V/C: 0.85		N/S Protected LOS: C E/W Protected V/C: 0.75		N/S Protected LOS: D E/W Protected V/C: 0.85		+ 173 4.7%		+ 184 4.6%	
23 Cirby Wy & Vernon St				23 Cirby Wy & Vernon St				23 Cirby Wy & Vernon St					
89 226 295 185 936 193 373 915 51 105 321 314 130 1,006 336 419 1,135 67 89 254 299 175 937 200 376 919 52 105 314 310 133 1,006 347 406 1,133 66 0 28 4 (10) 1 7 8 4 1 (7) 3 11 (4) 25 14 (16) 18 0		N/S Protected LOS: A E/W Protected V/C: 0.49		N/S Protected LOS: A E/W Protected V/C: 0.57		N/S Protected LOS: A E/W Protected V/C: 0.49		N/S Protected LOS: A E/W Protected V/C: 0.57		+ 37 0.9%		+ 5 0.1%	
24 Douglas & Eureka				24 Douglas & Eureka				24 Douglas & Eureka					

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas							
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
Ov 63 243 99 175 1,112 72 lg 104 887 155 193 489 290 lg 188 1,133 182 lg 123 1,518 333 lg 355 411 146		Ov 155 596 237 188 1,133 182 lg 123 1,518 333 lg 355 411 146		Ov 63 245 99 177 1,112 72 lg 104 894 154 196 481 289 lg 189 1,149 181 lg 123 1,545 331 lg 350 418 145		Ov 156 598 237 189 1,149 181 lg 123 1,545 331 lg 350 418 145		0 2 0 2 0 0 6 7 (1) 3 (8) (1)		1 2 0 1 16 (1) 25 27 (2) 5 7 (1)					
N/S Protected E/W Protected		LOS: A V/C: 0.51		N/S Protected E/W Protected		LOS: C V/C: 0.74		N/S Protected E/W Protected		LOS: C V/C: 0.75					
+ 4				0.1%				+ 45				0.8%			
25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge							
Ov 6 39 33 18 1,402 100 In 107 1,064 29 135 49 45 In 86 1,801 81 In 132 1,462 53 In 86 1,801 81 In 73 59 75		Ov 142 58 129 132 1,462 53 In 86 1,801 81 73 59 75		Ov 6 39 33 17 1,404 100 In 107 1,075 29 134 49 45 In 132 1,477 53 In 86 1,816 81 In 73 60 75		Ov 150 58 129 132 1,477 53 In 86 1,816 81 73 60 75		0 0 0 (1) 2 0 11 11 0 (1) 1 0		8 0 0 8 0 15 15 15 0 0 15 0					
N/S Split Phase E/W Protected		LOS: A V/C: 0.49		N/S Split Phase E/W Protected		LOS: C V/C: 0.71		N/S Split Phase E/W Protected		LOS: C V/C: 0.71					
+ 11				0.4%				+ 39				0.9%			
26 Douglas & Santa Clara				26 Douglas & Santa Clara				26 Douglas & Santa Clara							
Ov 42 21 51 153 1,342 50 In 57 1,020 44 30 30 35 In 122 1,717 54 In 35 1,499 126 In 122 1,717 54 In 119 55 42		Ov 46 45 180 35 1,499 126 In 122 1,717 54 119 55 42		Ov 42 20 51 153 1,345 50 In 57 1,031 44 31 29 35 In 122 1,741 53 In 35 1,513 126 In 122 1,741 53 In 119 56 42		Ov 37 46 180 35 1,513 126 In 122 1,741 53 119 56 42		0 (1) 0 (1) 3 0 11 11 0 (1) 1 0		(9) 1 0 (8) 0 1 23 24 (1) 0 1 0					
N/S Split Phase E/W Protected		LOS: A V/C: 0.44		N/S Split Phase E/W Protected		LOS: C V/C: 0.72		N/S Split Phase E/W Protected		LOS: C V/C: 0.73					
+ 13				0.5%				+ 30				0.7%			
27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens							
Ov 180 282 75 345 1,541 212 Ov 69 979 159 230 305 176 In 90 1,658 222 Ov 566 527 138 Ov 90 1,658 222 Ov 405 405 270		Ov 566 527 138 341 1,331 180 Ov 90 1,658 222 405 405 270		Ov 178 354 75 369 1,548 214 Ov 70 989 159 229 300 173 In 83 1,684 225 Ov 541 536 139 Ov 83 1,684 225 Ov 421 407 270		Ov 541 536 139 338 1,345 180 Ov 83 1,684 225 421 407 270		(2) 72 0 70 24 7 11 10 0 (1) 9 (3)		(25) 9 1 (15) 3 18 22 26 3 16 2 0					
N/S Protected E/W Protected		LOS: B V/C: 0.60		N/S Protected E/W Protected		LOS: E V/C: 0.91		N/S Protected E/W Protected		LOS: E V/C: 0.91					
+ 105				2.3%				+ 36				0.6%			
28 Douglas & Sunrise				28 Douglas & Sunrise				28 Douglas & Sunrise							
Ov 8 0 0 28 1,347 54 In 13 1,123 23 0 0 22 In 61 1,831 80 Ov 66 0 0 Ov 61 1,831 80 Ov 0 0 51		Ov 66 0 0 39 1,448 124 In 61 1,831 80 0 0 51		Ov 8 1 27 28 1,350 55 In 14 1,133 23 35 1 22 In 62 1,853 80 Ov 66 2 111 Ov 62 1,853 80 Ov 2 2 51		Ov 66 2 111 38 1,462 124 In 62 1,853 80 117 2 51		0 1 27 28 0 3 11 10 0 (1) 36 1		0 2 111 (1) 119 2 23 22 0 117 2 0					
N/S Split Phase E/W Protected		LOS: A V/C: 0.34		N/S Split Phase E/W Protected		LOS: A V/C: 0.48		N/S Split Phase E/W Protected		LOS: B V/C: 0.62					
+ 79				3.0%				+ 268				7.2%			
29 Douglas & Target				29 Douglas & Target				29 Douglas & Target							
lg 75 489 535 102 947 89 lg 395 1,171 57 163 427 45 Ov 612 1,254 109 lg 102 475 538 Ov 612 1,254 109 Ov 150 649 41		lg 102 475 538 155 1,059 163 Ov 612 1,254 109 150 649 41		lg 75 469 550 102 948 88 lg 393 1,175 57 163 427 45 Ov 640 1,253 109 lg 102 472 547 Ov 640 1,253 109 Ov 148 655 41		lg 102 472 547 155 1,050 160 Ov 640 1,253 109 148 655 41		0 (20) 15 0 1 (1) 2 4 0 0 0 0		0 (3) 9 6 (9) (3) 27 (1) 0 4 6 0					
N/S Protected E/W Protected		LOS: B V/C: 0.64		N/S Protected E/W Protected		LOS: C V/C: 0.75		N/S Protected E/W Protected		LOS: C V/C: 0.76					
- (3)				-0.1%				+ 25				0.5%			
30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw							

196

481

289

154

1,112

72

196

481

289

123

1,545

331

350

418

145

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 37 6 234 In 116 633 30 30 707 8 In 5 3 11 N/S Split Phase LOS: A E/W Protected V/C: 0.38		Ov 58 5 241 In 222 879 11 41 744 0 In 3 4 9 N/S Split Phase LOS: A E/W Protected V/C: 0.50		Ov 37 6 238 In 107 667 30 31 771 8 In 5 3 11 N/S Split Phase LOS: A E/W Protected V/C: 0.39		Ov 59 5 258 In 236 890 11 41 740 0 In 3 4 9 N/S Split Phase LOS: A E/W Protected V/C: 0.52		0 4 1 64 0 (9) 25 34 0 0 0 + 94 5.2%		1 0 17 25 11 0 0 0 0 + 39 1.8%	
31 Douglas Bl & Folsom Rd				31 Douglas Bl & Folsom Rd				31 Douglas Bl & Folsom Rd			
Ov 167 4 408 In 213 672 28 121 860 17 In 12 5 23 N/S Split Phase LOS: A E/W Protected V/C: 0.47		Ov 211 23 748 In 425 968 51 166 785 12 In 24 17 59 N/S Split Phase LOS: C E/W Protected V/C: 0.73		Ov 167 5 429 In 180 697 27 119 928 18 In 12 4 23 N/S Split Phase LOS: A E/W Protected V/C: 0.50		Ov 224 23 760 In 428 980 50 167 797 12 In 24 17 59 N/S Split Phase LOS: C E/W Protected V/C: 0.74		0 22 68 1 (33) 25 (1) (1) 0 + 79 3.1%		13 25 1 12 14 12 (1) 0 0 0 + 52 1.5%	
32 Douglas Bl & Harding Bl				32 Douglas Bl & Harding Bl				32 Douglas Bl & Harding Bl			
In 1 6 182 lg 168 352 0 0 344 5 In 0 0 4 N/S Split Phase LOS: A E/W Permitted V/C: 0.36		In 30 0 236 lg 236 499 0 0 391 0 In 0 0 0 N/S Split Phase LOS: A E/W Permitted V/C: 0.49		In 1 6 254 lg 167 363 0 0 335 5 In 0 0 4 N/S Split Phase LOS: A E/W Permitted V/C: 0.42		In 30 0 237 lg 239 495 0 0 384 0 In 0 0 0 N/S Split Phase LOS: A E/W Permitted V/C: 0.49		0 72 0 (1) 10 11 0 0 0 + 73 6.9%		0 1 0 3 (1) (4) 0 0 0 0 - (7) -0.5%	
33 Douglas Bl & Judah St				33 Douglas Bl & Judah St				33 Douglas Bl & Judah St			
In 0 0 0 0 567 91 0 602 48 Ov 180 N/S Permitted LOS: A E/W Protected V/C: 0.34		In 0 0 0 0 781 122 0 659 30 Ov 125 N/S Permitted LOS: A E/W Protected V/C: 0.33		In 0 0 0 0 577 91 0 666 48 Ov 179 N/S Permitted LOS: A E/W Protected V/C: 0.36		In 0 0 0 0 781 122 0 653 31 Ov 127 N/S Permitted LOS: A E/W Protected V/C: 0.33		0 0 0 0 10 10 0 (1) (1) + 73 4.8%		0 0 0 0 0 3 2 (6) (6) 1 - (2) -0.1%	
34 Douglas Bl & Keehner Av				34 Douglas Bl & Keehner Av				34 Douglas Bl & Keehner Av			
In 17 3 64 0 533 0 0 568 5 In 0 2 N/S Split Phase LOS: A E/W Protected V/C: 0.25		In 13 7 46 0 708 18 0 647 20 In 13 2 10 N/S Split Phase LOS: A E/W Protected V/C: 0.29		In 16 3 64 0 543 0 0 632 5 In 9 0 2 N/S Split Phase LOS: A E/W Protected V/C: 0.27		In 13 7 47 0 708 18 0 641 20 In 13 0 10 N/S Split Phase LOS: A E/W Protected V/C: 0.29		(1) 0 0 10 10 0 0 0 + 73 6.1%		0 0 1 0 0 0 (2) (2) 0 0 - (7) -0.5%	
35 Douglas Bl & Park Dr				35 Douglas Bl & Park Dr				35 Douglas Bl & Park Dr			
In 129 525 181 lg 155 1,467 256 155 876 149 lg 397 691 128 N/S Protected LOS: C E/W Protected V/C: 0.73		In 121 623 205 lg 176 1,079 273 279 1,542 334 lg 407 696 204 N/S Protected LOS: D E/W Protected V/C: 0.85		In 127 518 181 lg 155 1,474 258 155 888 151 lg 392 689 127 N/S Protected LOS: C E/W Protected V/C: 0.73		In 121 623 205 lg 176 1,096 272 274 1,542 336 lg 412 698 205 N/S Protected LOS: D E/W Protected V/C: 0.86		(2) (7) 0 9 7 2 (8) (2) (1) + 6 0.1%		0 0 0 16 17 (1) 8 2 1 + 21 0.4%	
36 Douglas Bl & Sierra College Bl				36 Douglas Bl & Sierra College Bl				36 Douglas Bl & Sierra College Bl			

41

744

0

3

4

9

In

3

4

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
lg 17 764 164 14 108 80 lg 49 99 75 143 476 56 LOS: A V/C: 0.36		lg 23 627 122 29 157 157 lg 163 179 50 171 1,013 75 LOS: A V/C: 0.41		lg 17 806 164 14 108 81 lg 49 100 75 143 476 56 LOS: A V/C: 0.37		lg 23 619 114 29 157 157 lg 174 178 50 172 998 74 LOS: A V/C: 0.40		0 42 0 0 0 1 0 0 0 2.2%		0 (8) (8) (16) 0 0 0 0 0 (1) (15) (1) -0.8%	
37 Eureka & Lead Hill				37 Eureka & Lead Hill				37 Eureka & Lead Hill			
lg 85 296 112 173 1,478 534 lg 40 642 60 137 205 63 LOS: A V/C: 0.48		lg 161 455 137 211 1,186 415 lg 85 1,389 136 478 531 202 LOS: B V/C: 0.66		lg 85 288 147 187 1,536 531 lg 40 636 60 136 200 62 LOS: A V/C: 0.49		lg 174 448 141 235 1,171 418 lg 69 1,412 136 477 528 203 LOS: B V/C: 0.67		0 (8) 35 27 0 0 14 58 (3) (7) (5) (1) 2.2%		0 (6) (6) (6) 0 0 13 7 3 (7) 4 (3) 0.5%	
38 Eureka & N. Sunrise				38 Eureka & N. Sunrise				38 Eureka & N. Sunrise			
lg 141 1,057 200 43 135 121 lg 35 164 48 22 485 22 LOS: A V/C: 0.34		lg 305 854 179 333 286 31 lg 134 233 42 66 1,165 31 LOS: C V/C: 0.70		lg 189 1,098 191 35 76 121 lg 15 83 47 22 486 19 LOS: A V/C: 0.33		lg 310 838 103 342 215 31 lg 117 180 36 66 1,162 29 LOS: B V/C: 0.64		48 41 (9) 80 0 0 (8) (59) 0 (102) 0 1 (20) (81) (1) (2) (3) (3) -3.7%		5 (16) (76) (87) 9 0 (17) (53) (6) (76) 0 0 (5) (3) (2) -6.3%	
39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge			
Ov 22 17 14 8 258 109 Ov 9 129 16 58 7 3 LOS: A V/C: 0.21		Ov 2 1 8 29 354 17 Ov 0 379 34 8 0 20 LOS: A V/C: 0.18		Ov 22 17 14 8 258 109 Ov 10 126 16 58 7 3 LOS: A V/C: 0.21		Ov 2 1 8 29 357 17 Ov 27 382 34 9 0 20 LOS: A V/C: 0.18		0 0 0 0 0 0 0 0 0 (2) (3) 0 -0.3%		0 0 0 0 3 0 0 1 0 30 3 0 4.0%	
40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr			
In 2 1 16 6 705 7 In 9 318 48 18 5 53 LOS: C V/C: 0.79		In 11 790 79 11 1 3 In 1 11 11 5 559 LOS: A V/C: 0.30		In 7 741 5 18 5 53 In 1 17 17 48 316 9 LOS: A V/C: 0.34		In 11 794 80 11 1 3 In 1 11 11 5 575 34 LOS: A V/C: 0.30		5 740 (11) 734 12 (700) 46 (355) 297 311 (44) (7) (317) (31) 2.9%		0 4 1 5 0 0 0 0 0 0 15 16 0 0 (1) 1.3%	
41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts			
Ov 71 283 82 51 2 23 Ov 113 10 47 57 185 26 LOS: A V/C: 0.24		Ov 66 17 32 69 539 153 Ov 37 602 153 187 19 78 LOS: A V/C: 0.38		Ov 71 281 88 51 17 26 Ov 113 23 47 57 185 26 LOS: A V/C: 0.24		Ov 66 17 32 83 590 154 Ov 32 645 151 185 37 62 LOS: A V/C: 0.41		0 (2) 6 0 15 3 13 0 0 13 0 0 3.7%		0 0 0 0 14 51 1 0 0 (2) 36 43 18 (16) 5.2%	
42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
N/S Protected LOS: A E/W Split Phase V/C: 0.12	N/S Protected LOS: A E/W Split Phase V/C: 0.24	N/S Protected LOS: A E/W Split Phase V/C: 0.13	N/S Protected LOS: A E/W Split Phase V/C: 0.26	- (84) -13.3%	- (58) -4.5%
43 Fairway & Cortina Circle		43 Fairway & Cortina Circle		43 Fairway & Cortina Circle	
N/S Split Phase LOS: A E/W Protected V/C: 0.32	N/S Split Phase LOS: A E/W Protected V/C: 0.31	N/S Split Phase LOS: A E/W Protected V/C: 0.33	N/S Split Phase LOS: A E/W Protected V/C: 0.32	+ 16 2.0%	+ 78 5.1%
44 Fairway & Five Star		44 Fairway & Five Star		44 Fairway & Five Star	
N/S Split Phase LOS: A E/W Protected V/C: 0.38	N/S Split Phase LOS: A E/W Protected V/C: 0.32	N/S Split Phase LOS: A E/W Protected V/C: 0.38	N/S Split Phase LOS: A E/W Protected V/C: 0.33	+ 32 4.7%	+ 76 4.6%
45 Fairway & Home Depot		45 Fairway & Home Depot		45 Fairway & Home Depot	
N/S Split Phase LOS: A E/W Protected V/C: 0.43	N/S Split Phase LOS: A E/W Protected V/C: 0.31	N/S Split Phase LOS: A E/W Protected V/C: 0.43	N/S Split Phase LOS: A E/W Protected V/C: 0.28	- (3) -0.4%	- (60) -4.0%
46 Fairway & Target/Rosehall		46 Fairway & Target/Rosehall		46 Fairway & Target/Rosehall	
N/S Protected LOS: A E/W Permitted V/C: 0.26	N/S Protected LOS: A E/W Permitted V/C: 0.20	N/S Protected LOS: A E/W Permitted V/C: 0.33	N/S Protected LOS: A E/W Permitted V/C: 0.29	+ 330 27.7%	+ 456 42.4%
47 Fiddymet & Del Webb/Village Green		47 Fiddymet & Del Webb/Village Green		47 Fiddymet & Del Webb/Village Green	
N/S Protected LOS: A E/W Protected V/C: 0.10	N/S Protected LOS: A E/W Protected V/C: 0.09	N/S Protected LOS: A E/W Protected V/C: 0.11	N/S Protected LOS: A E/W Protected V/C: 0.11	+ 83 16.8%	+ 149 33.2%
48 Fiddymet & Hayden Pkwy North		48 Fiddymet & Hayden Pkwy North		48 Fiddymet & Hayden Pkwy North	

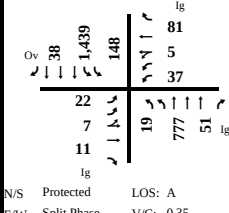
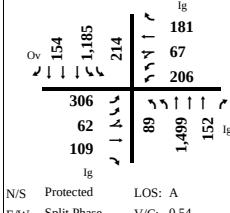
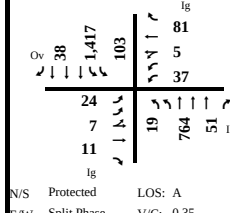
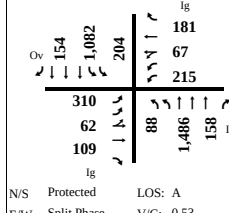
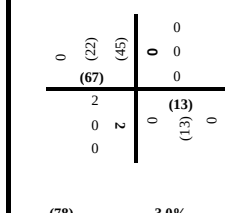
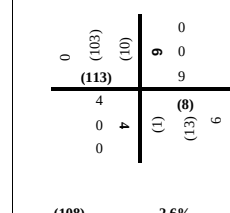
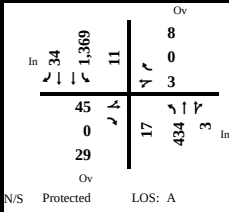
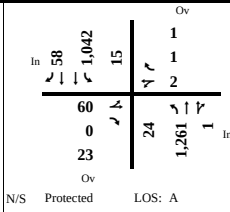
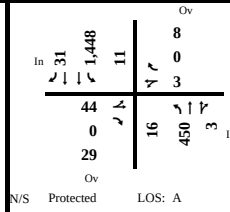
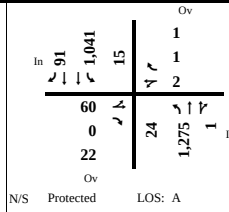
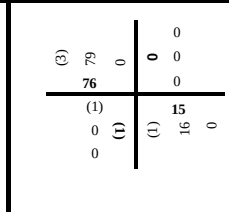
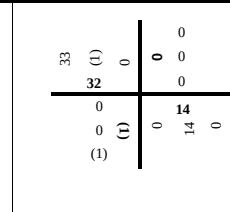
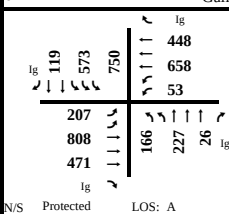
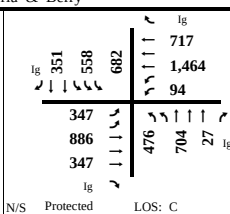
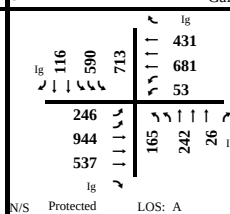
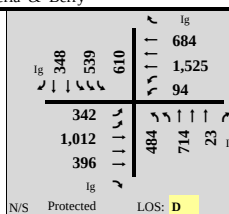
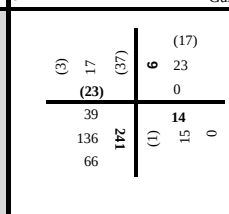
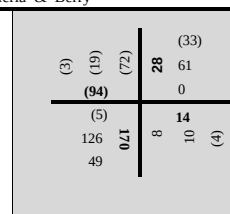
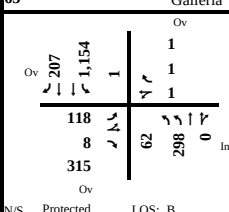
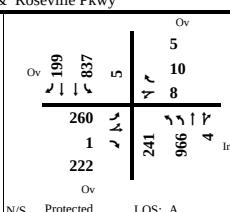
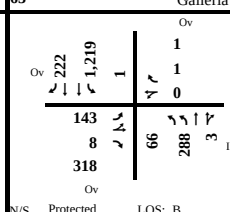
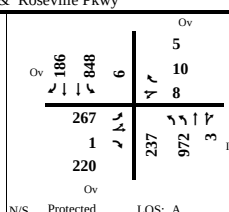
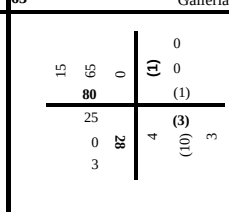
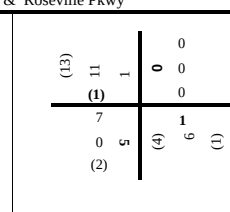
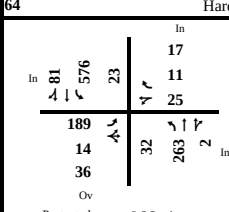
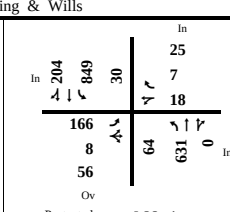
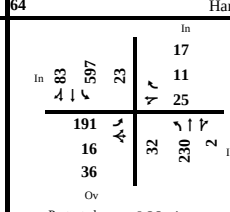
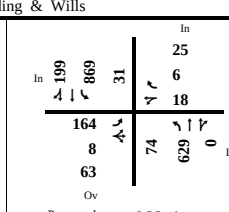
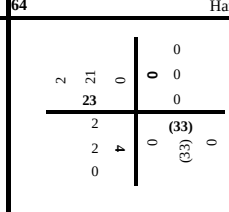
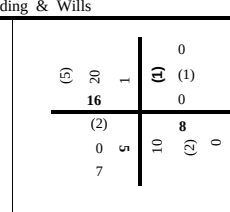
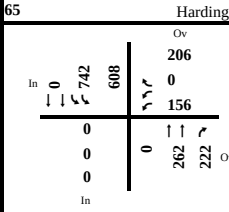
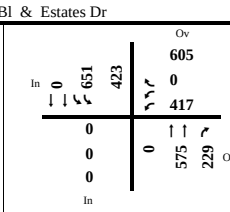
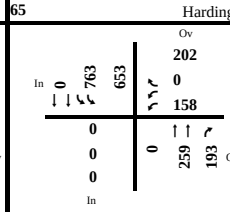
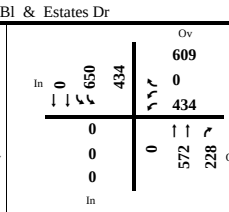
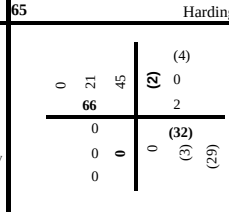
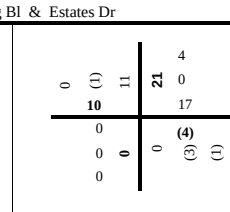
Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 225290 35022 373460 In N/S Protected E/W Permitted LOS: A V/C: 0.22		In 443990 28038 385540 In N/S Protected E/W Permitted LOS: A V/C: 0.20		In 196270 30032 05430 In N/S Protected E/W Permitted LOS: A V/C: 0.25		In 356420 23015 07030 In N/S Protected E/W Permitted LOS: A V/C: 0.25		(3)980 9500 01920 (21) + 261 26.3%		(9)2430 23400 01260 (5) + 350 32.4%	
49 Fiddymont & Hayden Pkwy South				49 Fiddymont & Hayden Pkwy South				49 Fiddymont & Hayden Pkwy South			
Ov lg10587969 136168511 24671759 Ov N/S Protected E/W Protected LOS: B V/C: 0.61		Ov lg1251,041158 229230333 6011,00966 Ov N/S Protected E/W Protected LOS: C V/C: 0.70		Ov lg10691178 136232627 44163259 Ov N/S Protected E/W Protected LOS: B V/C: 0.69		Ov lg129987156 231298561 88687962 Ov N/S Protected E/W Protected LOS: C V/C: 0.81		1329 420 64081 116 + 398 12.6%		660 0 195(85)0 228 + 469 11.2%	
50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main			
Ov 527936 100 1168394 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.27		Ov 2880423 100 2444672 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.23		Ov 324136 88 1166398 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.27		Ov 2681223 923 82342579 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.24		(2)(38)0 (40)21 (8)(16)4 (2) - (50) -4.3%		(2)80 62 (1)11(15)(21)7 (4) + 6 0.4%	
51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec			
Ov 177014 00 136714 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.28		Ov 046510 00 381715 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.22		Ov 171612 221 132117 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.28		Ov 4443610 13623 377215 Ov N/S Protected E/W Split Phase LOS: A V/C: 0.27		0(54)(2)0 (56)110 220(43)3 0 - (75) -6.2%		44(29)0 150 1368810 (45)0 + 110 8.0%	
52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr			
lg 01,54862 00 01,055203 Ov N/S Protected E/W Permitted LOS: B V/C: 0.67		lg 01,29181 00 01,618206 Ov N/S Protected E/W Permitted LOS: C V/C: 0.72		lg 01,68058 00 01,161180 Ov N/S Protected E/W Permitted LOS: B V/C: 0.69		lg 01,45475 00 01,750151 Ov N/S Protected E/W Permitted LOS: C V/C: 0.74		0132(4) 128083 00106 (23) + 185 5.8%		0163(6) 157077 00132 (33)(55) + 210 6.0%	
53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd			
Ov lg2745400 601 973840 Ov N/S Protected E/W Protected LOS: A V/C: 0.21		Ov lg75920 1630143 84540 Ov N/S Protected E/W Protected LOS: A V/C: 0.25		Ov lg2634960 702 1003400 Ov N/S Protected E/W Protected LOS: A V/C: 0.20		Ov lg45690 1490146 94240 Ov N/S Protected E/W Protected LOS: A V/C: 0.24		(11)(44)0 (55)00 103 (44)0 - (94) -7.2%		(3)(23)0 (26)00 (14)1(29)(30)0 (11)0 - (66) -4.8%	
54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central			

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 35 4 1 379 0 2 0 7 149 647 0 Ov 0 0 0 LOS: A V/C: 0.24		In 40 4 1 734 0 15 0 135 7 464 0 Ov 0 0 0 LOS: A V/C: 0.34		In 35 4 1 338 77 2 2 7 164 607 109 Ov 13 2 16 LOS: A V/C: 0.27		In 40 4 1 714 26 15 3 149 11 437 34 Ov 81 3 117 LOS: A V/C: 0.42		0 (41) 77 36 0 2 0 31 16 84 (40) 109 13 2 (27) 34 + 153 12.6%		0 (20) 26 6 0 3 14 201 117 4 (27) 34 81 3 (27) 34 + 235 17.3%	
55 Foothills Bl & HP South				55 Foothills Bl & HP South				55 Foothills Bl & HP South			
Ig 109 743 143 184 357 122 95 800 99 Ov 106 177 194 LOS: A V/C: 0.54		Ig 203 1,055 272 227 267 82 260 958 84 Ov 74 466 253 LOS: C V/C: 0.74		Ig 112 700 148 211 389 237 95 722 98 Ov 97 187 164 LOS: A V/C: 0.52		Ig 265 1,006 270 240 273 83 260 857 56 Ov 120 512 249 LOS: C V/C: 0.75		3 (43) 5 (35) 27 32 115 (29) 10 (79) (1) (9) 10 (78) (1) + 31 1.0%		62 (49) (2) 11 13 6 1 88 46 (101) (28) (4) 46 (129) (28) - (10) -0.2%	
56 Foothills Bl & Junction Bl				56 Foothills Bl & Junction Bl				56 Foothills Bl & Junction Bl			
In 42 1 1 944 6 62 0 76 23 928 33 Ov 33 2 86 LOS: A V/C: 0.35		In 121 1,367 33 98 12 94 99 1,149 107 Ov 27 13 69 LOS: A V/C: 0.54		In 41 1 1 890 6 58 12 93 19 873 33 Ov 28 3 88 LOS: A V/C: 0.34		In 118 1,378 28 95 15 95 142 1,067 107 Ov 25 14 70 LOS: A V/C: 0.58		(1) (54) 0 (55) (4) 12 17 (2) 1 (59) (55) 0 (5) 10 (78) (1) - (91) -4.1%		(3) 11 (5) 3 (3) 1 43 0 1 (39) (82) 0 (2) 1 (25) (42) 0 - (35) -1.1%	
57 Foothills Bl & Mcanally Dr				57 Foothills Bl & Mcanally Dr				57 Foothills Bl & Mcanally Dr			
Ig 24 288 93 162 824 171 169 505 573 Ig 238 430 450 LOS: A V/C: 0.50		Ig 97 600 225 128 853 117 341 368 619 Ig 121 1,081 831 LOS: B V/C: 0.67		Ig 28 248 90 198 1,022 172 171 454 584 Ig 236 560 446 LOS: A V/C: 0.53		Ig 118 594 222 148 992 121 343 343 577 Ig 112 1,166 846 LOS: C V/C: 0.71		4 (40) (3) (39) 36 198 1 124 2 (51) 11 (2) 130 (38) (4) + 282 7.2%		21 (6) (3) 12 20 139 4 91 85 (65) (25) (42) (9) 15 (25) (42) 0 + 201 3.7%	
58 Foothills Bl & Pleasant Grove Bl				58 Foothills Bl & Pleasant Grove Bl				58 Foothills Bl & Pleasant Grove Bl			
In 10 1 1 1,094 6 46 2 55 21 949 17 In 11 3 31 LOS: A V/C: 0.37		In 49 1,376 29 33 0 26 52 1,429 36 In 18 0 20 LOS: A V/C: 0.43		In 10 1 1 1,136 6 46 2 54 20 871 17 In 10 3 32 LOS: A V/C: 0.38		In 49 1,324 28 33 0 26 51 1,302 38 In 17 0 21 LOS: A V/C: 0.42		0 42 0 42 0 0 (1) 0 1 (79) (78) 0 (1) 0 (1) (1) - (38) -1.7%		0 (52) (1) (53) 0 0 0 0 1 (126) (127) 2 (1) 0 (1) (1) - (179) -5.8%	
59 Foothills Blvd & Rand/Pilgrims				59 Foothills Blvd & Rand/Pilgrims				59 Foothills Blvd & Rand/Pilgrims			
In 26 1,282 125 59 54 74 38 1,022 92 Ig 34 26 167 LOS: A V/C: 0.41		In 82 1,274 74 82 37 56 51 1,704 65 Ig 120 66 185 LOS: A V/C: 0.55		In 26 1,413 138 60 58 71 36 1,126 92 Ig 36 25 167 LOS: A V/C: 0.44		In 84 1,436 83 81 35 51 45 1,851 65 Ig 130 64 185 LOS: A V/C: 0.58		0 131 13 144 1 4 (3) 1 102 104 0 (1) (1) (2) (1) + 249 8.3%		2 162 9 173 (1) (6) (5) 8 141 147 0 (2) (2) (6) (5) + 314 8.3%	
60 Foothills Bl & Vineyard Rd				60 Foothills Bl & Vineyard Rd				60 Foothills Bl & Vineyard Rd			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected LOS: A E/W Split Phase V/C: 0.35		N/S Protected LOS: A E/W Split Phase V/C: 0.54		N/S Protected LOS: A E/W Split Phase V/C: 0.35		N/S Protected LOS: A E/W Split Phase V/C: 0.53		- (78) -3.0%		- (108) -2.6%	
61 Galleria & Antelope Creek				61 Galleria & Antelope Creek				61 Galleria & Antelope Creek			
											
N/S Protected LOS: A E/W Split Phase V/C: 0.52		N/S Protected LOS: A E/W Split Phase V/C: 0.49		N/S Protected LOS: A E/W Split Phase V/C: 0.54		N/S Protected LOS: A E/W Split Phase V/C: 0.49		+ 90 4.6%		+ 45 1.8%	
62 Galleria & Berry				62 Galleria & Berry				62 Galleria & Berry			
											
N/S Protected LOS: A E/W Protected V/C: 0.48		N/S Protected LOS: C E/W Protected V/C: 0.81		N/S Protected LOS: A E/W Protected V/C: 0.50		N/S Protected LOS: D E/W Protected V/C: 0.82		+ 238 5.3%		+ 118 1.8%	
63 Galleria & Roseville Pkwy				63 Galleria & Roseville Pkwy				63 Galleria & Roseville Pkwy			
											
N/S Protected LOS: B E/W Split Phase V/C: 0.62		N/S Protected LOS: A E/W Split Phase V/C: 0.47		N/S Protected LOS: B E/W Split Phase V/C: 0.64		N/S Protected LOS: A E/W Split Phase V/C: 0.48		+ 104 4.8%		+ 5 0.2%	
64 Harding & Wills				64 Harding & Wills				64 Harding & Wills			
											
N/S Protected LOS: A E/W Split Phase V/C: 0.36		N/S Protected LOS: A E/W Split Phase V/C: 0.50		N/S Protected LOS: A E/W Split Phase V/C: 0.37		N/S Protected LOS: A E/W Split Phase V/C: 0.52		- (6) -0.5%		+ 28 1.4%	
65 Harding Bl & Estates Dr				65 Harding Bl & Estates Dr				65 Harding Bl & Estates Dr			
											
N/S Protected LOS: A E/W Protected V/C: 0.40		N/S Protected LOS: B E/W Protected V/C: 0.60		N/S Protected LOS: A E/W Protected V/C: 0.40		N/S Protected LOS: B E/W Protected V/C: 0.60		+ 32 1.5%		+ 27 0.9%	
66 Harding Bl & Lead Hill Bl				66 Harding Bl & Lead Hill Bl				66 Harding Bl & Lead Hill Bl			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 13 678 11 23 3 10 25 303 4 In N/S Protected LOS: A E/W Permitted V/C: 0.28		In 101 729 25 45 7 85 125 16 81 98 518 24 In N/S Protected LOS: A E/W Permitted V/C: 0.49		In 13 699 11 7 2 25 23 3 9 24 270 3 In N/S Protected LOS: A E/W Permitted V/C: 0.29		In 103 754 25 45 7 86 126 16 81 97 526 23 In N/S Protected LOS: A E/W Permitted V/C: 0.50		0 21 0 (1) 0 (1) 0 (1) (33) (1) - (16) -1.4%		2 25 0 1 0 1 1 6 8 (1) + 35 1.9%	
67 Harding Bl & Roseville Square				67 Harding Bl & Roseville Square				67 Harding Bl & Roseville Square			
Ov 45 16 158 52 192 1 9 55 8 Ov N/S Permitted LOS: A E/W Protected V/C: 0.28		Ov 38 5 74 47 238 10 5 6 11 Ov N/S Permitted LOS: A E/W Protected V/C: 0.15		Ov 35 16 192 45 277 4 2 55 10 Ov N/S Permitted LOS: A E/W Protected V/C: 0.29		Ov 34 8 113 29 228 12 9 5 10 Ov N/S Permitted LOS: A E/W Protected V/C: 0.17		(10) 0 34 (7) 18 3 (1) 0 2 (11) (2) + 104 11.2%		(4) 3 39 (18) (10) 2 (14) (1) (1) (8) (5) - (2) -0.3%	
68 Junction & Stonecrest/Magenta				68 Junction & Stonecrest/Magenta				68 Junction & Stonecrest/Magenta			
In 0 0 0 0 556 145 70 0 91 Ov N/S Permitted LOS: A E/W Protected V/C: 0.35		In 0 0 0 0 463 22 32 0 71 Ov N/S Permitted LOS: A E/W Protected V/C: 0.26		In 0 0 0 0 734 150 69 0 87 Ov N/S Permitted LOS: A E/W Protected V/C: 0.41		In 0 0 0 0 485 22 32 0 69 Ov N/S Permitted LOS: A E/W Protected V/C: 0.29		0 0 0 12 14 (2) (5) 0 (4) + 190 16.4%		0 0 0 108 95 13 0 (2) (2) + 128 9.2%	
69 Junction Bl & Americana Dr				69 Junction Bl & Americana Dr				69 Junction Bl & Americana Dr			
Ov 400 0 84 86 333 0 0 539 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.31		Ov 189 0 65 312 618 0 0 349 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.46		Ov 474 0 41 203 501 0 0 652 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.38		Ov 244 0 43 347 669 0 0 133 636 Ov N/S Permitted LOS: A E/W Protected V/C: 0.48		74 0 (43) 31 106 113 0 0 0 (7) (2) + 422 28.3%		55 0 (22) 33 271 287 0 0 0 (16) (4) 97 (17) 101 4 6 22 9 (8) + 390 23.2%	
70 Junction Bl & Baseline Rd				70 Junction Bl & Baseline Rd				70 Junction Bl & Baseline Rd			
In 142 183 128 181 357 57 53 213 32 In N/S Protected LOS: A E/W Protected V/C: 0.48		In 42 64 41 27 318 28 25 124 43 In N/S Protected LOS: A E/W Protected V/C: 0.33		In 142 191 128 180 532 28 47 167 44 In N/S Protected LOS: A E/W Protected V/C: 0.48		In 41 48 41 33 356 41 46 133 35 In N/S Protected LOS: A E/W Protected V/C: 0.36		0 8 0 (1) 20 25 (6) (40) 12 (5) + 133 8.1%		(1) (16) 0 6 101 4 38 22 9 (8) + 163 13.3%	
71 Junction Bl & Country Club Dr				71 Junction Bl & Country Club Dr				71 Junction Bl & Country Club Dr			
Ov 19 49 119 41 302 12 12 92 91 Ov N/S Protected LOS: A E/W Protected V/C: 0.30		Ov 16 4 51 29 280 10 4 5 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.19		Ov 28 49 111 45 419 12 11 92 91 Ov N/S Protected LOS: A E/W Protected V/C: 0.34		Ov 25 4 42 44 294 10 3 5 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.19		9 0 (8) (12) (9) 0 (1) 0 0 (3) + 109 9.0%		9 0 (9) (36) (22) 0 (1) 0 0 (14) -0.9% - (8)	
72 Junction Bl & Park Regency Dr				72 Junction Bl & Park Regency Dr				72 Junction Bl & Park Regency Dr			

- (16)

-1.4%

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 7 212 62 Ov 17 11 25 3 583 8 In 28 14 117 Split Phase LOS: A V/C: 0.31		In 12 731 96 Ov 28 9 11 23 488 48 In 36 14 99 Split Phase LOS: A V/C: 0.32		In 7 215 62 Ov 11 11 47 3 618 8 In 19 14 118 Split Phase LOS: A V/C: 0.34		In 15 822 107 Ov 27 9 13 20 482 48 In 35 17 105 Split Phase LOS: A V/C: 0.35		0 3 0 (6) 0 22 16 0 35 0 58 0 4.2%		3 105 11 (1) 0 2 1 8 3 (3) (6) (1) 6.6%	
73 Junction BI & Porter Dr				73 Junction BI & Porter Dr				73 Junction BI & Porter Dr			
In 23 247 0 In 14 0 83 10 598 0 In 0 0 0 Permitted LOS: A V/C: 0.26		In 73 627 0 In 3 0 30 9 450 0 In 0 0 0 Permitted LOS: A V/C: 0.26		In 22 265 0 In 14 0 81 10 783 0 In 0 0 0 Permitted LOS: A V/C: 0.32		In 74 721 0 In 2 0 29 9 475 0 In 0 0 0 Permitted LOS: A V/C: 0.29		(1) 18 0 (2) 17 0 0 185 0 58 0 0 20.5%		1 95 94 (1) 0 0 0 25 0 (2) 52 0 9.9%	
74 Junction BI & Revere Dr				74 Junction BI & Revere Dr				74 Junction BI & Revere Dr			
In 3 2 7 Ov 129 549 1 226 2 525 In 152 352 0 Protected LOS: A V/C: 0.40		In 3 4 3 Ov 259 600 3 294 2 268 In 555 606 1 Protected LOS: B V/C: 0.61		In 3 2 7 Ov 129 549 1 229 2 576 In 152 344 0 Protected LOS: A V/C: 0.41		In 3 4 3 Ov 255 617 3 295 2 264 In 660 568 1 Protected LOS: B V/C: 0.65		0 0 0 (8) 0 0 3 0 51 0 0 0 2.4%		0 0 0 (4) 17 0 1 0 105 (6) (8) (38) 3.0%	
75 Junction BI & Washington BI				75 Junction BI & Washington BI				75 Junction BI & Washington BI			
In 119 247 36 In 142 246 171 296 397 36 In 26 263 52 Protected LOS: A V/C: 0.34		In 150 291 55 In 279 261 112 251 201 24 In 42 256 57 Protected LOS: A V/C: 0.31		In 114 240 40 In 128 61 170 305 493 35 In 26 23 54 Protected LOS: A V/C: 0.25		In 146 288 60 In 235 105 110 190 253 25 In 42 42 64 Protected LOS: A V/C: 0.22		(5) (7) 4 (14) (185) (200) 9 96 (1) 0 0 2 -16.8%		(4) (3) 5 (44) (156) (202) (61) 52 1 0 0 7 -21.2%	
76 Junction BI & Woodcreek Oaks BI				76 Junction BI & Woodcreek Oaks BI				76 Junction BI & Woodcreek Oaks BI			
In 92 164 67 Ov 64 519 93 81 372 339 In 164 299 112 Protected LOS: A V/C: 0.47		In 130 427 197 Ov 168 658 141 150 347 295 In 458 629 110 Protected LOS: C V/C: 0.80		In 92 165 67 Ov 64 514 93 73 321 415 In 161 307 124 Protected LOS: A V/C: 0.51		In 130 430 202 Ov 187 636 142 153 347 302 In 459 629 110 Protected LOS: C V/C: 0.80		0 1 0 (5) 0 0 (8) (51) 76 1 17 12 1.3%		0 3 5 (22) 1 0 19 0 7 8 1 0 0.5%	
77 Lead Hill BI & N Sunrise Av				77 Lead Hill BI & N Sunrise Av				77 Lead Hill BI & N Sunrise Av			
In 2 149 36 In 80 309 5 40 174 207 In 239 293 66 Protected LOS: A V/C: 0.36		In 10 264 144 In 101 488 3 67 207 283 In 292 446 107 Protected LOS: A V/C: 0.54		In 2 150 36 In 78 330 30 40 155 187 In 240 285 65 Protected LOS: A V/C: 0.36		In 12 267 143 In 101 493 3 66 208 283 In 295 450 108 Protected LOS: A V/C: 0.54		0 1 0 (2) 21 25 44 0 (19) 1 17 (1) -0.1%		2 3 1 (1) 0 0 0 5 0 3 4 1 0.7%	
78 Lead Hill BI & Rocky Ridge Dr				78 Lead Hill BI & Rocky Ridge Dr				78 Lead Hill BI & Rocky Ridge Dr			

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

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Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 2861061 43175127 Ov LOS: A V/C: 0.37		Ov 116602109 176314295 Ov LOS: B V/C: 0.68		Ov 2745773 6324372 Ov LOS: A V/C: 0.34		Ov 119564121 21743816 Ov LOS: C V/C: 0.72		(1) (153)12 2068(55) (142)12 (66)(4)(61) - (163) -7.6%		3 (38)12 41124(279) (23)12 (79)(3)(6)(70) - (175) -4.0%	
85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway			
Ig 655035 126489376 Ig LOS: A V/C: 0.34		Ig 538122 441573475 Ig LOS: A V/C: 0.27		Ig 245990 26145621871 Ig LOS: A V/C: 0.57		Ig 275790 2511371 Ig LOS: A V/C: 0.52		1849(35) 51457 649132495 + 1,348 61.9%		22198(22) 664146 739132625 + 1,750 86.9%	
86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont			
Ig 236124 181,56010 Ig LOS: A V/C: 0.50		Ig 12571 91,76516 Ig LOS: A V/C: 0.52		Ig 266122 191,76311 Ig LOS: A V/C: 0.55		Ig 13571 91,90917 Ig LOS: A V/C: 0.55		30(2) 161161 2035021 + 369 11.5%		100 177177 144(4)(1)0 + 319 8.2%	
87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy			
Ov 863956 141946 In LOS: A V/C: 0.23		Ov 2565985 141435 In LOS: A V/C: 0.41		Ov 948890 141946 In LOS: A V/C: 0.22		Ov 25614104 151435 In LOS: A V/C: 0.44		1(151)34 11011 017413 - (88) -6.8%		0(45)19 18016 1341717 + 27 1.2%	
88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park			
Ov 2040 220 Ov Split Phase LOS: A V/C: 0.04		Ov 1054 122 Ov Split Phase LOS: A V/C: 0.04		Ov 211612 114102127 Ov Split Phase LOS: A V/C: 0.20		Ov 19949 1112385 Ov Split Phase LOS: A V/C: 0.27		0116(28) 42(8)(3) 222095123 + 351 373.4%		099(5) 100(1)(20) 20612283 + 398 321.0%	
89 Pleasant Grove & Market				89 Pleasant Grove & Market				89 Pleasant Grove & Market			
In 570104 285250 In LOS: A V/C: 0.25		In 13060 426350 In LOS: A V/C: 0.30		In 77091 381,1420 In LOS: A V/C: 0.44		In 31047 601,2950 In LOS: A V/C: 0.51		200(13) 467(5)472 0000 + 1,101 88.7%		180(13) 615(11)626 0000 + 1,298 84.9%	
90 Pleasant Grove & Michener				90 Pleasant Grove & Michener				90 Pleasant Grove & Michener			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 4 1 13 3 43 3 2 1 4 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.06		Ov 0 1 22 0 70 1 2 1 4 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.06		Ov 4 5 17 3 87 3 2 6 2 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.08		Ov 8 8 25 3 102 1 2 7 2 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.08		0 8 4 0 44 0 2 3 5 (1) (2) (2)		8 7 3 18 32 0 50 4 6 (4) (2) (2)	
91 Pleasant Grove & Monument				91 Pleasant Grove & Monument				91 Pleasant Grove & Monument			
In 4 0 32 6 496 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.19		In 18 0 70 5 603 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.30		In 8 0 27 10 1,129 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.39		In 24 0 63 12 1,289 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.52		4 0 0 (1) 4 633 0 0 0 (5) 0 0		6 0 0 (1) 7 686 644 0 0 (9) 653 0	
92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek			
lg 55 267 134 33 889 636 432 171 261 lg N/S Protected LOS: A E/W Protected V/C: 0.43		lg 35 236 142 36 1,160 676 1,253 324 599 lg N/S Protected LOS: C E/W Protected V/C: 0.72		lg 55 260 139 32 995 732 460 172 259 lg N/S Protected LOS: A E/W Protected V/C: 0.50		lg 35 230 211 36 1,271 710 666 325 601 lg N/S Protected LOS: B E/W Protected V/C: 0.65		0 0 0 (2) 4 107 316 27 1 (13) 133 (2) 0 0 0 (6) 111 34 290 171 584 (8) 111 2			
93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy			
Ov 19 0 56 2 440 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.20		Ov 6 0 77 10 528 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.23		Ov 19 0 76 2 1,056 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.40		Ov 6 0 77 10 1,222 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.46		0 0 20 20 616 0 498 0 0 (10) 508 0 0 0 0 (6) 659 0 659 0 0 (3) 656 0			
94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City			
In 73 1,017 96 115 6 55 106 1,050 31 In N/S Protected LOS: A E/W Protected V/C: 0.32		In 207 1,437 47 456 5 335 286 1,501 14 In N/S Protected LOS: B E/W Protected V/C: 0.68		In 73 1,339 95 120 5 50 108 1,154 34 In N/S Protected LOS: A E/W Protected V/C: 0.39		In 204 1,729 45 458 5 332 289 1,677 16 In N/S Protected LOS: C E/W Protected V/C: 0.75		0 322 (1) 321 5 (1) 1 109 3 (1) (1) (4) (3) 292 (2) 287 2 3 (1) 181 176 (1) 1 0			
95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe			
Ov 166 306 81 188 1,050 113 133 372 251 Ov N/S Protected LOS: A E/W Protected V/C: 0.56		Ov 242 286 73 163 1,355 146 187 349 348 Ov N/S Protected LOS: B E/W Protected V/C: 0.69		Ov 128 305 81 191 1,263 97 137 362 247 Ov N/S Protected LOS: B E/W Protected V/C: 0.61		Ov 202 292 67 99 1,505 153 129 370 347 Ov N/S Protected LOS: C E/W Protected V/C: 0.70		(38) (1) 0 (39) 3 213 169 4 002 (3) 158 (10) (40) 6 150 (64) 172 21 (6) 186 (38) (1) 3.6% (1)			
96 Pleasant Grove & Washington				96 Pleasant Grove & Washington				96 Pleasant Grove & Washington			

+ 54

27.6%

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 000 776 74 0 1,346 83 In LOS: A V/C: 0.43		In 000 1,552 164 0 1,280 65 In LOS: A V/C: 0.45		In 000 801 74 0 1,599 83 In LOS: A V/C: 0.49		In 000 1,597 160 0 1,476 64 In LOS: A V/C: 0.49		0 0 25 25 0 1 0 (2) + 277 11.3%		0 0 41 45 0 5 0 (2) + 239 7.5%	
103 Roseville Parkway & Chase				103 Roseville Parkway & Chase				103 Roseville Parkway & Chase			
Ov 61260 205 914 52 67 1,416 23 Ov LOS: A V/C: 0.39		Ov 915324 267 1,996 41 74 1,528 8 Ov LOS: B V/C: 0.63		Ov 61263 205 921 52 67 1,515 23 Ov LOS: A V/C: 0.41		Ov 915326 306 2,025 41 68 1,584 7 Ov LOS: B V/C: 0.63		0 0 7 7 0 3 0 0 + 109 3.9%		0 0 68 29 0 2 0 0 + 119 2.7%	
104 Roseville Parkway & Creekside Ridge				104 Roseville Parkway & Creekside Ridge				104 Roseville Parkway & Creekside Ridge			
Ov 734164 127 752 5 30 1,432 8 In LOS: A V/C: 0.39		Ov 131162 220 1,676 19 13 1,338 3 In LOS: A V/C: 0.44		Ov 734163 123 776 5 30 1,682 8 In LOS: A V/C: 0.45		Ov 151144 218 1,717 19 13 1,531 3 In LOS: A V/C: 0.45		0 0 20 24 0 0 0 0 + 269 10.2%		2 0 39 41 0 0 0 0 + 216 6.2%	
105 Roseville Parkway & Gibson				105 Roseville Parkway & Gibson				105 Roseville Parkway & Gibson			
Ov 79559 41 1,161 163 236 1,585 215 Ig LOS: A V/C: 0.49		Ov 23816544 29 1,984 144 73 1,566 310 Ig LOS: C V/C: 0.75		Ov 81559 39 1,164 161 236 1,585 248 Ig LOS: A V/C: 0.49		Ov 23517541 28 2,024 146 65 1,569 308 Ig LOS: C V/C: 0.75		2 0 0 (1) 3 0 9 2 + 43 1.1%		(3) 10 (3) 41 40 2 0 13 + 48 0.9%	
106 Roseville Parkway & N. Sunrise				106 Roseville Parkway & N. Sunrise				106 Roseville Parkway & N. Sunrise			
Ig 2119 20 777 154 13 1,461 67 Ig LOS: A V/C: 0.42		Ig 8015109 157 1,647 168 35 1,322 56 Ig LOS: A V/C: 0.46		Ig 2115 22 794 153 13 1,705 67 Ig LOS: A V/C: 0.48		Ig 8018114 163 1,701 175 35 1,485 56 Ig LOS: A V/C: 0.47		0 0 18 17 (4) 0 0 (5) + 253 9.1%		0 3 5 67 54 8 7 0 3 + 239 6.2%	
107 Roseville Parkway & Reserve				107 Roseville Parkway & Reserve				107 Roseville Parkway & Reserve			
Ov 403064 66 1,014 0 285 1,397 2 Ov LOS: A V/C: 0.37		Ov 375090 89 1,768 7 444 1,362 2 Ov LOS: A V/C: 0.59		Ov 404064 66 1,012 0 285 1,399 2 Ov LOS: A V/C: 0.37		Ov 375089 89 1,810 7 444 1,375 2 Ov LOS: B V/C: 0.60		1 0 0 (2) (2) 0 0 0 + 1 0.0%		0 0 (1) 42 42 0 0 0 + 54 1.3%	
108 Roseville Parkway & Secret Ravine				108 Roseville Parkway & Secret Ravine				108 Roseville Parkway & Secret Ravine			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 45 134 407 129 1,355 86 Ov N/S Protected LOS: A E/W Protected V/C: 0.59		Ov 97 168 343 135 1,378 344 Ov N/S Protected LOS: B E/W Protected V/C: 0.66		Ov 45 149 384 128 1,421 123 Ov N/S Protected LOS: B E/W Protected V/C: 0.60		Ov 97 182 327 136 1,413 366 Ov N/S Protected LOS: B E/W Protected V/C: 0.68		0 15 (8) (1) 66 701 37 (4) 7 (2) (6) 4 (9) + 92 2.3%		0 14 (2) 1 35 85 22 (16) 24 (21) (4) 18 6 (28) + 76 1.3%	
109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor			
Ig 22 0 16 65 1,459 6 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.38		Ig 196 3 90 181 1,321 30 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.56		Ig 24 1 16 70 1,703 6 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.43		Ig 182 3 90 193 1,483 31 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.58		2 1 0 3 5 244 0 18 18 0 (1) 0 (1) + 269 10.8%		(14) 0 0 12 162 54 1 0 52 (1) 0 0 0 + 213 5.8%	
110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall			
In 0 1,343 123 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.41		In 0 1,334 91 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.53		In 0 1,345 123 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.41		In 0 1,347 92 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.54		0 2 0 2 0 0 0 (3) 0 (2) (2) 0 - (3) -0.1%		0 13 1 14 0 0 0 0 0 0 41 41 0 + 55 1.5%	
111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr			
Ov 4 352 71 9 81 205 Ov N/S Protected LOS: A E/W Protected V/C: 0.33		Ov 40 667 93 38 259 518 Ov N/S Protected LOS: B E/W Protected V/C: 0.62		Ov 4 331 70 10 82 238 Ov N/S Protected LOS: A E/W Protected V/C: 0.33		Ov 40 644 110 38 244 536 Ov N/S Protected LOS: B E/W Protected V/C: 0.63		0 (21) (1) 1 1 58 33 (3) 0 (3) 0 2 1 0 + 12 0.6%		0 (23) 17 0 5 1 18 4 9 (5) 5 1 (1) + 6 0.2%	
112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd			
Ov 67 1,342 23 28 11 125 Ov N/S Protected LOS: A E/W Protected V/C: 0.49		Ov 50 1,197 11 133 27 246 Ov N/S Protected LOS: A E/W Protected V/C: 0.48		Ov 67 1,344 23 28 11 124 Ov N/S Protected LOS: A E/W Protected V/C: 0.49		Ov 50 1,209 11 133 27 239 Ov N/S Protected LOS: A E/W Protected V/C: 0.49		0 2 0 2 0 (1) (1) 0 0 (1) (3) 0 + 0 0.0%		0 12 0 12 0 52 41 0 0 0 11 41 0 + 57 1.7%	
113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto			
In 0 0 0 0 691 23 In N/S Protected LOS: A E/W Protected V/C: 0.35		In 0 0 0 0 1,087 81 In N/S Protected LOS: A E/W Protected V/C: 0.45		In 0 0 0 0 704 23 In N/S Protected LOS: A E/W Protected V/C: 0.35		In 0 0 0 0 1,084 81 In N/S Protected LOS: A E/W Protected V/C: 0.44		0 0 0 4 0 (1) (3) 0 (2) 5 (1) + 14 0.8%		0 0 0 0 0 (3) (3) 10 11 (1) 7 0 8 + 14 0.7%	
114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
lg in 267 976 83 143 73 155 93 911 87 4 3 1 LOS: A V/C: 0.51		lg in 29 1,264 210 101 55 127 28 1,252 124 4 21 45 LOS: A V/C: 0.59		lg in 268 974 83 143 73 155 93 909 87 4 4 1 LOS: A V/C: 0.51		lg in 18 1,272 214 112 55 127 28 1,289 123 4 21 44 LOS: B V/C: 0.60		1 (2) 0 (1) 0 0 0 0 0 1 1 0 0 (2) 0 - (2) -0.1%		(11) 8 4 1 11 0 0 11 0 (1) 0 37 (1) 0 (1) + 47 1.4%	
115 Roseville Pw & Olympus Dr				115 Roseville Pw & Olympus Dr				115 Roseville Pw & Olympus Dr			
lg ov 173 1,347 0 103 0 50 73 780 0 0 0 0 LOS: A V/C: 0.38		lg ov 219 1,191 0 313 0 73 57 1,666 0 0 0 0 LOS: A V/C: 0.48		lg ov 171 1,349 0 103 0 51 72 778 0 0 0 0 LOS: A V/C: 0.38		lg ov 219 1,204 0 313 0 72 57 1,706 0 0 0 0 LOS: A V/C: 0.48		(2) 2 0 0 0 0 0 0 1 0 0 (1) 0 (3) 0 - (2) -0.1%		0 13 0 13 0 0 0 0 40 0 (1) 40 (1) 0 0 + 52 1.5%	
116 Roseville Pw & Rocky Ridge Dr				116 Roseville Pw & Rocky Ridge Dr				116 Roseville Pw & Rocky Ridge Dr			
lg lg 128 600 51 91 108 439 443 800 11 30 293 51 LOS: B V/C: 0.68		lg lg 37 783 101 91 341 696 538 1,005 37 64 208 45 LOS: C V/C: 0.79		lg lg 128 593 51 90 109 451 445 795 11 27 295 51 LOS: B V/C: 0.68		lg lg 37 786 99 91 353 688 547 1,009 37 64 209 45 LOS: C V/C: 0.80		0 (7) 0 (7) 0 0 1 21 12 0 2 0 0 (3) 0 0 (5) 0 + 1 0.0%		0 3 1 1 0 13 0 9 4 (2) 0 0 1 1 0 + 19 0.5%	
117 Roseville Pw & Sierra College Bl				117 Roseville Pw & Sierra College Bl				117 Roseville Pw & Sierra College Bl			
lg in 18 213 1 21 3 122 72 187 5 5 3 1 LOS: A V/C: 0.25		lg in 8 230 5 4 4 76 101 323 18 1 4 19 LOS: A V/C: 0.22		lg in 18 212 1 21 3 122 73 201 5 5 4 51 LOS: A V/C: 0.25		lg in 8 289 5 4 5 76 101 327 18 1 4 19 LOS: A V/C: 0.24		0 (1) 0 (1) 15 0 0 0 1 0 0 0 0 (1) 0 + 14 2.0%		0 59 0 59 0 0 0 1 0 0 4 4 0 0 0 + 64 8.1%	
118 Roseville Pw & Trestle Rd				118 Roseville Pw & Trestle Rd				118 Roseville Pw & Trestle Rd			
lg in 7 440 20 45 0 33 12 479 7 88 0 25 LOS: A V/C: 0.26		lg in 26 579 24 25 0 84 114 744 41 13 0 20 LOS: A V/C: 0.32		lg in 8 419 20 45 3 33 12 479 7 88 0 25 LOS: A V/C: 0.26		lg in 26 574 24 25 4 84 114 747 41 13 0 21 LOS: A V/C: 0.33		1 (21) 0 (20) 0 0 0 0 0 3 0 0 0 0 0 - (14) -1.2%		0 (5) 0 (5) 0 0 0 0 3 0 3 0 0 0 0 + 7 0.4%	
119 Roseville Pw & Village/Slate Creek				119 Roseville Pw & Village/Slate Creek				119 Roseville Pw & Village/Slate Creek			
lg lg 8 263 140 6 0 3 2 219 35 133 5 53 LOS: A V/C: 0.14		lg lg 5 396 207 6 3 6 1 286 65 230 1 41 LOS: A V/C: 0.19		lg lg 8 212 137 6 28 4 16 203 34 133 9 65 LOS: A V/C: 0.15		lg lg 5 332 205 6 30 30 2 207 101 228 3 42 LOS: A V/C: 0.17		0 (51) (3) (54) 0 28 0 67 1 16 4 14 0 (3) (16) 0 (1) (1) - (12) -1.4%		0 (64) (2) (66) 0 27 0 15 24 1 1 1 2 (42) 36 (79) 0 0 - (56) -4.5%	
120 Roseville Pw & Washington Bl				120 Roseville Pw & Washington Bl				120 Roseville Pw & Washington Bl			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 60 6 19 43 372 24 In 713 6 7 In 43 372 24 Ov 79 12 7 In 713 6 7 Ov 79 12 7		Ov 45 17 16 68 771 63 In 34 623 33 In 68 771 63 Ov 43 11 14 In 34 623 33 Ov 43 11 14		Ov 59 6 19 42 386 24 In 10 716 6 In 42 386 24 Ov 79 12 6 In 10 716 6 Ov 79 12 6		Ov 37 16 16 76 772 63 In 30 642 33 In 76 772 63 Ov 43 12 14 In 30 642 33 Ov 43 12 14		(1) 0 0 (1) 14 0 (2) 1 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0		(8) (9) 0 8 1 0 (15) 19 0 (8) (9) 0 8 1 0 (15) 19 0 (8) (9) 0 8 1 0 (15) 19 0	
N/S Split Phase E/W Protected		LOS: A V/C: 0.36		N/S Split Phase E/W Protected		LOS: A V/C: 0.38		N/S Split Phase E/W Protected		LOS: A V/C: 0.38	
121 S Cirby Wy & Champion Oaks Dr				121 S Cirby Wy & Champion Oaks Dr				121 S Cirby Wy & Champion Oaks Dr			
Ov 155 260 0 0 0 In 375 0 268 In 0 0 0 Ov 423 304 0 In 375 0 268 Ov 423 304 0		Ov 440 378 0 0 0 In 382 0 282 In 0 0 0 Ov 333 281 0 In 440 378 0 Ov 333 281 0		Ov 171 258 0 0 0 In 378 0 266 In 0 0 0 Ov 421 303 0 In 171 258 0 Ov 421 303 0		Ov 447 373 0 0 0 In 380 0 281 In 0 0 0 Ov 350 278 0 In 447 373 0 Ov 350 278 0		(2) 3 0 (2) 14 0 (3) 1 0 (2) 0 0 (1) 0 0 (2) 0 0 (2) 3 0 (1) 0 0 (2) 0 0		(5) 7 0 (3) 2 0 (1) 0 0 (5) 0 0 (1) 0 0 (3) 0 0 (5) 7 0 (3) 2 0 (1) 0 0	
N/S Protected E/W Permitted		LOS: B V/C: 0.63		N/S Protected E/W Permitted		LOS: B V/C: 0.66		N/S Protected E/W Permitted		LOS: B V/C: 0.67	
122 S Cirby Wy & Old Auburn Rd				122 S Cirby Wy & Old Auburn Rd				122 S Cirby Wy & Old Auburn Rd			
In 175 0 52 64 171 11 In 27 226 18 In 64 171 11 Ov 7 0 24 In 27 226 18 Ov 7 0 24		In 128 0 13 176 259 25 In 30 225 12 In 176 259 25 Ov 8 1 11 In 30 225 12 Ov 8 1 11		In 175 0 52 64 172 11 In 27 227 18 In 64 172 11 Ov 7 0 24 In 27 227 18 Ov 7 0 24		In 128 0 13 175 259 25 In 30 225 12 In 175 259 25 Ov 8 1 11 In 30 225 12 Ov 8 1 11		(1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0		(1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0 (1) 0 0	
N/S Split Phase E/W Protected		LOS: A V/C: 0.26		N/S Split Phase E/W Protected		LOS: A V/C: 0.30		N/S Split Phase E/W Protected		LOS: A V/C: 0.30	
123 Secret Ravine & Scarborough/ Poppy Field				123 Secret Ravine & Scarborough/ Poppy Field				123 Secret Ravine & Scarborough/ Poppy Field			
In 37 1,053 4 35 16 25 In 1 1 3 In 35 16 25 Ov 40 1,205 15 In 1 1 3 Ov 40 1,205 15		In 3 845 2 1 0 0 In 1 0 0 In 3 845 2 Ov 2 1,104 0 In 1 0 0 Ov 2 1,104 0		In 37 1,049 4 35 16 25 In 1 1 3 In 35 16 25 Ov 40 1,203 15 In 1 1 3 Ov 40 1,203 15		In 3 845 2 1 0 0 In 1 0 0 In 3 845 2 Ov 2 1,104 0 In 1 0 0 Ov 2 1,104 0		(4) 0 0 (4) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0		(4) 0 0 (4) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0	
N/S Protected E/W Permitted		LOS: A V/C: 0.44		N/S Protected E/W Permitted		LOS: A V/C: 0.37		N/S Protected E/W Permitted		LOS: A V/C: 0.37	
124 Sierra College & Miners Ravine				124 Sierra College & Miners Ravine				124 Sierra College & Miners Ravine			
Ov 79 949 1 102 1 143 Ov 2 1 3 Ov 114 1,116 2 114 1,116 2 Ov 114 1,116 2 114 1,116 2		Ov 117 704 1 124 2 131 Ov 3 5 3 Ov 124 2 131 198 884 3 Ov 124 2 131 198 884 3		Ov 79 945 1 103 1 143 Ov 2 1 3 Ov 114 1,114 2 114 1,114 2 Ov 114 1,114 2 114 1,114 2		Ov 117 704 1 124 2 131 Ov 3 5 3 Ov 124 2 131 198 884 3 Ov 124 2 131 198 884 3		(4) 0 0 (4) 1 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0		(4) 0 0 (4) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0 (4) 0 0 (2) 0 0 (2) 0 0	
N/S Protected E/W Permitted		LOS: A V/C: 0.46		N/S Protected E/W Permitted		LOS: A V/C: 0.46		N/S Protected E/W Permitted		LOS: A V/C: 0.46	
125 Sierra College & Secret Ravine				125 Sierra College & Secret Ravine				125 Sierra College & Secret Ravine			
Ig 48 605 212 60 192 9 Ig 95 212 26 Ig 87 853 22 87 853 22 Ig 87 853 22 87 853 22		Ig 129 907 224 96 242 54 Ig 187 165 19 Ig 129 907 224 96 242 54 Ig 129 907 224 96 242 54		Ig 48 601 213 59 192 9 Ig 94 211 25 Ig 86 847 23 86 847 23 Ig 86 847 23 86 847 23		Ig 128 925 208 95 262 37 Ig 189 169 19 Ig 74 895 25 74 895 25 Ig 74 895 25 74 895 25		(3) 1 (1) (1) (1) (1) (6) 1 (1) (3) 1 (1) (1) (1) (1) (6) 1 (1) (3) 1 (1) (1) (1) (1) (6) 1 (1)		(1) 18 (16) 1 20 (17) 6 4 0 (1) 18 (16) 1 20 (17) 6 4 0 (1) 18 (16) 1 20 (17) 6 4 0	
N/S Protected E/W Protected		LOS: A V/C: 0.59		N/S Protected E/W Protected		LOS: A V/C: 0.59		N/S Protected E/W Protected		LOS: B V/C: 0.65	
126 Sierra College Bl & Eureka Rd				126 Sierra College Bl & Eureka Rd				126 Sierra College Bl & Eureka Rd			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 3278548 15 3 25 98 78391469In 123 N/S Protected E/W Split Phase LOS: A V/C: 0.36		In 61935106 56 4 93 213 101511,04949In 238 N/S Protected E/W Split Phase LOS: A V/C: 0.56		In 3178248 15 3 25 98 78390570In 123 N/S Protected E/W Split Phase LOS: A V/C: 0.36		In 61935106 56 4 92 213 101511,05848In 238 N/S Protected E/W Split Phase LOS: A V/C: 0.56		(1) (3)0 (4)0 0 0 0 0 (8) (9)1 -(12) -0.5%		0 0 0 (1)0 (1) 0 8 9 (1) 0 0 0 +7 0.2%	
127Sierra College Bl & Indigo Creek Apts				127Sierra College Bl & Indigo Creek Apts				127Sierra College Bl & Indigo Creek Apts			
Ov 15088716 33 114 74 194 5312898523Ov 116 N/S Protected E/W Split Phase LOS: B V/C: 0.61		Ov 2511,25718 18 74 28 180 1293011,42576Ov 167 N/S Protected E/W Split Phase LOS: D V/C: 0.82		Ov 15089316 33 114 74 194 5112898323Ov 115 N/S Protected E/W Split Phase LOS: B V/C: 0.61		Ov 2511,25318 18 73 27 181 1223011,43776Ov 167 N/S Protected E/W Split Phase LOS: D V/C: 0.82		0 6 0 0 0 0 0 (2) (3)0 (2)0 +1 0.0%		0 (4)0 (2)(1) (1) 1 12 12 0 (7)(9)0 +0 0.0%	
128Sierra College Bl & Old Auburn Rd				128Sierra College Bl & Old Auburn Rd				128Sierra College Bl & Old Auburn Rd			
Ov 7398221 4 9 7 187 828597959Ov 222 N/S Protected E/W Permitted LOS: A V/C: 0.59		Ov 617654 2 4 14 77 72441,02113Ov 231 N/S Protected E/W Permitted LOS: A V/C: 0.46		Ov 7497621 4 9 7 187 828497759Ov 223 N/S Protected E/W Permitted LOS: A V/C: 0.58		Ov 617654 2 4 14 76 72441,02213Ov 235 N/S Protected E/W Permitted LOS: A V/C: 0.46		1 (6)0 (5)0 0 0 0 0 (1) (3)0 (2)0 -(7) -0.2%		0 0 0 0 0 0 0 (1) 1 1 0 +4 0.2%	
129Sierra College Bl & Olympus Dr				129Sierra College Bl & Olympus Dr				129Sierra College Bl & Olympus Dr			
In 361,02243 10 76 186 42 8610552080Ov 67 N/S Protected E/W Split Phase LOS: A V/C: 0.37		In 4575877 21 142 202 55 1721971,159235Ov 159 N/S Protected E/W Split Phase LOS: B V/C: 0.60		In 291,14643 10 86 179 42 8910651980Ov 74 N/S Protected E/W Split Phase LOS: A V/C: 0.40		In 4579676 21 140 200 59 1822441,162229Ov 184 N/S Protected E/W Split Phase LOS: B V/C: 0.60		(7) 124 0 3 10 117 0 1 0 (7) (1)0 +130 5.7%		0 38 (1) (4)0 (2) 37 4 10 68 47 3 (6) (1) 93 (32) (4)(1) (53) 60 4 1 5 2 (11) 17 +116 3.6%	
130Stanford Ranch & Fairway				130Stanford Ranch & Fairway				130Stanford Ranch & Fairway			
In 281,119123 32 59 348 11 62131655327Ov 125 N/S Protected E/W Split Phase LOS: A V/C: 0.47		In 5794760 76 113 360 85 745101,427322Ov 356 N/S Protected E/W Split Phase LOS: A V/C: 0.59		Ov 271,266101 34 58 328 11 63128652354Ov 124 N/S Protected E/W Split Phase LOS: A V/C: 0.49		In 561,04028 126 112 307 89 755121,416339Ov 356 N/S Protected E/W Split Phase LOS: B V/C: 0.61		(1) 147 (22) 2 (19)(1) (20) 124 0 21 (3)(3) 27 (1) 0 +126 4.2%		(1) 93 (32) (4)(1) (53) 60 4 1 5 2 (11) 17 (1) 93 (32) (4)(1) (53) 60 4 1 5 2 (11) 17 +69 1.6%	
131Stanford Ranch & Five Star				131Stanford Ranch & Five Star				131Stanford Ranch & Five Star			
In 219469 4 28 63 94 16953016Ov 39 N/S Protected E/W Split Phase LOS: A V/C: 0.31		In 7981512 17 14 33 54 17341,26431Ov 45 N/S Protected E/W Split Phase LOS: A V/C: 0.36		Ov 361,0329 4 27 63 110 16952816Ov 70 N/S Protected E/W Split Phase LOS: A V/C: 0.34		In 9483412 17 14 33 97 17351,27031Ov 65 N/S Protected E/W Split Phase LOS: A V/C: 0.39		15 86 0 (1)(1) 0 101 16 0 47 0 31 (2)(2) 0 +145 8.2%		15 19 0 0 0 34 43 0 63 1 20 0 7 9 0 0 0 0 0 0 +104 4.3%	
132Stanford Ranch & Highland Park				132Stanford Ranch & Highland Park				132Stanford Ranch & Highland Park			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 27 1,029 131 76 8 54 27 24 32 23 1,221 85 In N/S Protected LOS: B E/W Permitted V/C: 0.60		In 38 1,428 55 69 10 34 41 15 32 38 1,371 63 In N/S Protected LOS: B E/W Permitted V/C: 0.60		In 31 1,047 132 76 7 46 27 24 33 21 1,209 85 In N/S Protected LOS: A E/W Permitted V/C: 0.59		In 39 1,428 52 69 10 34 45 15 29 37 1,371 63 In N/S Protected LOS: B E/W Permitted V/C: 0.60		4 18 1 23 0 0 1 0 1 0 0 0 0 0 (9) (1) (8) (14) (12) 0 + 1 0.0%		1 0 0 2 4 0 1 0 0 0 0 0 0 0 (3) (1) (1) (1) (1) 0 - (2) -0.1%	
133 Sunrise & Coloma				133 Sunrise & Coloma				133 Sunrise & Coloma			
Ov 3 1,065 3 18 2 48 10 8 16 14 1,245 14 In N/S Protected LOS: A E/W Split Phase V/C: 0.48		Ov 8 1,437 13 23 0 36 8 0 27 24 1,395 48 In N/S Protected LOS: A E/W Split Phase V/C: 0.55		Ov 3 1,107 3 19 2 47 10 8 17 13 1,254 13 In N/S Protected LOS: A E/W Split Phase V/C: 0.48		Ov 8 1,443 14 23 0 47 8 0 33 24 1,424 50 In N/S Protected LOS: A E/W Split Phase V/C: 0.56		0 42 0 42 0 0 0 0 1 0 0 0 0 0 0 0 (1) 7 9 (1) + 50 2.0%		0 6 1 7 0 0 0 0 0 0 0 0 0 0 11 0 11 31 29 2 + 55 1.8%	
134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington			
In 47 1,037 25 45 14 30 44 29 2 9 1,244 19 In N/S Protected LOS: A E/W Permitted V/C: 0.53		In 79 1,370 36 59 22 88 48 18 11 8 1,388 40 In N/S Protected LOS: B E/W Permitted V/C: 0.65		In 47 1,080 25 45 14 29 44 29 2 9 1,254 19 In N/S Protected LOS: A E/W Permitted V/C: 0.53		In 79 1,377 37 59 22 88 48 18 11 8 1,417 41 In N/S Protected LOS: B E/W Permitted V/C: 0.66		0 43 0 43 0 0 0 0 0 0 0 0 0 0 (1) 0 (1) 10 10 0 + 52 2.0%		0 7 1 8 0 0 0 0 0 0 0 0 0 0 0 0 0 30 29 1 + 38 1.2%	
135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington			
Ov 0 1,159 90 31 0 43 0 0 0 0 1,294 37 In N/S Protected LOS: A E/W Split Phase V/C: 0.53		Ov 0 1,454 87 59 0 49 0 0 0 0 1,459 44 In N/S Protected LOS: A E/W Split Phase V/C: 0.59		Ov 0 1,181 90 32 0 43 0 0 0 0 1,282 37 In N/S Protected LOS: A E/W Split Phase V/C: 0.53		Ov 0 1,451 87 59 0 49 0 0 0 0 1,463 43 In N/S Protected LOS: A E/W Split Phase V/C: 0.59		0 22 0 22 0 0 0 0 0 0 0 0 0 0 1 0 (12) (12) 0 + 11 0.4%		0 0 0 (3) 0 0 0 0 0 0 0 0 0 0 0 0 0 3 4 (1) + 0 0.0%	
136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr			
Ov 0 485 113 28 0 13 0 0 0 0 670 25 In N/S Protected LOS: A E/W Protected V/C: 0.32		Ov 0 713 109 67 0 21 0 0 0 0 753 33 In N/S Protected LOS: A E/W Protected V/C: 0.35		In 0 555 117 24 0 12 0 0 0 0 663 23 In N/S Protected LOS: A E/W Protected V/C: 0.32		In 0 720 114 78 0 18 0 0 0 0 760 33 In N/S Protected LOS: A E/W Protected V/C: 0.35		0 70 4 74 0 0 0 0 0 0 0 0 0 0 (5) 0 (1) (9) (7) (2) + 60 4.5%		0 7 5 12 0 0 0 0 0 0 0 0 0 0 11 0 (3) 7 7 0 + 27 1.6%	
137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr			
Ov 3 502 135 119 1 92 5 4 9 4 497 38 In N/S Protected LOS: A E/W Split Phase V/C: 0.51		Ov 18 789 160 131 2 71 2 2 5 8 788 74 In N/S Protected LOS: C E/W Split Phase V/C: 0.71		In 3 503 131 120 1 88 6 4 9 4 485 44 In N/S Protected LOS: A E/W Split Phase V/C: 0.50		In 15 793 159 134 5 78 2 2 5 8 749 74 In N/S Protected LOS: B E/W Split Phase V/C: 0.69		0 1 (4) (3) 0 0 1 0 0 0 0 0 0 0 (3) (4) (6) (12) 6 - (11) -0.8%		(3) 4 (1) 0 0 0 0 0 0 0 0 0 0 0 13 3 (39) (39) 0 - (26) -1.3%	
138 Washington & Diamond Oaks				138 Washington & Diamond Oaks				138 Washington & Diamond Oaks			

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 83 357 66 104 0 71 89 0 130 In N/S Protected LOS: A V/C: 0.36		In 14 333 18 9 0 34 10 0 90 In N/S Protected LOS: A V/C: 0.26		In 80 72 66 103 0 73 85 0 135 In N/S Protected LOS: A V/C: 0.30		In 13 167 16 8 0 38 9 0 91 In N/S Protected LOS: A V/C: 0.21		(3) (285) 0 1 0 (288) 2 5 (4) (237) (242) 1 - (523) -33.8%		(1) (166) (2) 3 0 (169) (1) 0 (84) (90) 5 - (250) -33.4%	
145 Woodcreek Oaks & Trailee				145 Woodcreek Oaks & Trailee				145 Woodcreek Oaks & Trailee			
In 0 0 0 0 834 37 0 350 241 In N/S Permitted LOS: B V/C: 0.61		In 0 0 0 0 983 75 0 884 350 In N/S Permitted LOS: A V/C: 0.39		In 0 0 0 0 983 50 0 430 244 In N/S Permitted LOS: A V/C: 0.43		In 0 0 0 0 1,198 146 0 982 310 In N/S Permitted LOS: A V/C: 0.47		0 0 0 0 162 149 13 (862) (9) (841) (12) - (617) -22.7%		0 0 0 0 286 215 71 (19) (5) (14) + 325 11.4%	
146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd			
In 281 163 29 0 497 507 181 0 1,221 186 Ov N/S Protected LOS: A V/C: 0.34		In 232 166 93 0 377 570 152 0 903 197 Ov N/S Protected LOS: A V/C: 0.42		In 277 158 28 0 660 542 123 0 1,383 180 Ov N/S Protected LOS: A V/C: 0.36		In 228 164 101 0 597 622 90 0 936 187 Ov N/S Protected LOS: A V/C: 0.44		(4) (5) (1) 163 35 (10) (58) (9) (11) + 266 7.8%		(4) (2) 8 210 52 (62) (3) 65 + 297 8.8%	
147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd			
In 170 678 0 562 785 0 0 955 294 In N/S Permitted LOS: A V/C: 0.51		In 211 633 0 1,148 1,522 0 0 1,194 554 In N/S Permitted LOS: B V/C: 0.67		In 180 598 0 562 766 0 0 1,024 294 In N/S Permitted LOS: A V/C: 0.51		In 210 618 0 1,148 1,538 0 0 1,211 554 In N/S Permitted LOS: B V/C: 0.67		10 0 (80) 0 (19) 0 0 69 69 0 0 - (20) -0.6%		(1) 0 (15) 16 0 (16) 0 17 21 0 0 + 17 0.3%	
148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd			
In 0 0 0 0 230 422 0 660 137 In N/S Permitted LOS: A V/C: 0.29		In 0 0 0 0 573 742 0 711 136 In N/S Permitted LOS: A V/C: 0.41		In 0 0 0 0 235 423 0 655 151 In N/S Permitted LOS: A V/C: 0.29		In 0 0 0 0 597 752 0 691 139 In N/S Permitted LOS: A V/C: 0.40		0 0 0 6 5 1 0 0 (5) 6 0 0 + 15 1.0%		0 0 0 34 24 10 0 0 (20) (21) 0 0 + 17 0.8%	
149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St			
In 0 0 0 0 1,210 48 0 633 113 Ov N/S Permitted LOS: A V/C: 0.56		In 0 0 0 0 1,276 132 0 1,294 275 Ov N/S Permitted LOS: D V/C: 0.85		In 0 0 0 39 866 0 0 574 115 Ov N/S Permitted LOS: A V/C: 0.48		In 0 0 0 55 1,019 0 0 1,212 272 Ov N/S Permitted LOS: D V/C: 0.82		0 0 0 (352) (344) (48) 39 57 0 (6) - (353) -13.4%		0 0 0 (334) (257) (132) 55 11 0 3 - (408) -10.0%	
150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd			

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08			Existing Plus Project			Existing Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
In 83 357 66 89 71 0 138 453 55 130 In N/S Protected LOS: A E/W Protected V/C: 0.36		In 14 333 18 10 34 0 90 126 24 90 In N/S Protected LOS: A E/W Protected V/C: 0.26	In 80 72 66 85 73 0 142 211 56 135 In N/S Protected LOS: A E/W Protected V/C: 0.30		In 13 167 16 9 38 0 91 36 29 91 In N/S Protected LOS: A E/W Protected V/C: 0.21	(3) (285) 0 1 0 (4) 2 0 4 (237) 5 (242) 1 - (523) -33.8%		(1) (166) (169) 3 0 (1) 4 0 1 (84) 1 (90) 5 - (250) -33.4%
145 Woodcreek Oaks & Trailee			145 Woodcreek Oaks & Trailee			145 Woodcreek Oaks & Trailee		
In 0 0 0 0 834 37 0 350 241 0 157 0 264 0 In N/S Permitted LOS: A E/W Protected V/C: 0.38		In 0 0 0 0 983 75 0 884 350 0 73 0 496 0 In N/S Permitted LOS: A E/W Protected V/C: 0.39	In 0 0 0 0 983 50 0 430 244 0 148 0 252 0 In N/S Permitted LOS: A E/W Protected V/C: 0.43		In 0 0 0 0 1,198 146 0 982 310 0 68 0 482 0 In N/S Permitted LOS: A E/W Protected V/C: 0.47	0 162 149 0 0 13 0 0 (21) 80 48 (9) 0 3 (12) + 224 11.9%		0 286 215 0 0 71 0 0 (19) 98 85 (5) 0 (40) (14) + 325 11.4%
146 SR 65 N/B Off & Blue Oaks Blvd			146 SR 65 N/B Off & Blue Oaks Blvd			146 SR 65 N/B Off & Blue Oaks Blvd		
lg 281 163 29 0 497 507 181 0 126 0 204 0 Ov N/S Protected LOS: A E/W Protected V/C: 0.34		lg 232 166 93 0 377 570 152 0 903 197 0 268 0 436 0 Ov N/S Protected LOS: A E/W Protected V/C: 0.42	lg 277 158 28 0 660 542 123 0 1383 180 0 117 0 193 0 Ov N/S Protected LOS: A E/W Protected V/C: 0.36		lg 228 164 101 0 597 622 90 0 936 187 0 265 0 501 0 Ov N/S Protected LOS: A E/W Protected V/C: 0.44	(4) (5) (1) 140 163 35 (10) (58) 162 95 (9) 0 (6) (11) + 266 7.8%		(4) (2) 8 210 220 52 2 (62) 33 42 (3) 0 (10) 65 + 297 8.8%
147 Washington Blvd & Blue Oaks Blvd			147 Washington Blvd & Blue Oaks Blvd			147 Washington Blvd & Blue Oaks Blvd		
In 170 678 0 562 785 0 955 294 0 0 0 0 In N/S Permitted LOS: A E/W Permitted V/C: 0.51		In 211 633 0 1,148 1,522 0 1,194 554 0 0 0 0 In N/S Permitted LOS: B E/W Permitted V/C: 0.67	In 180 598 0 562 766 0 1,024 294 0 0 0 0 In N/S Permitted LOS: A E/W Permitted V/C: 0.51		In 210 618 0 1,148 1,538 0 1,211 554 0 0 0 0 In N/S Permitted LOS: B E/W Permitted V/C: 0.67	10 0 (80) (19) 0 (70) 0 69 69 0 0 0 - (20) -0.6%		(1) 0 (15) 16 16 (16) 0 17 17 0 0 0 + 17 0.3%
148 I-80 WB Off & Douglas Blvd			148 I-80 WB Off & Douglas Blvd			148 I-80 WB Off & Douglas Blvd		
lg 0 0 0 0 230 422 0 660 137 0 0 0 0 lg N/S Permitted LOS: A E/W Protected V/C: 0.29		lg 0 0 0 0 573 742 0 711 136 0 0 0 0 lg N/S Permitted LOS: A E/W Protected V/C: 0.41	lg 0 0 0 0 235 423 0 655 151 0 0 0 0 lg N/S Permitted LOS: A E/W Protected V/C: 0.29		lg 0 0 0 0 597 752 0 691 139 0 0 0 0 lg N/S Permitted LOS: A E/W Protected V/C: 0.40	0 6 5 0 1 0 0 0 (5) 6 0 0 14 + 15 1.0%		0 34 24 0 10 0 0 (20) 0 0 3 (11) + 17 0.8%
149 I-80 WB On & Atlantic St			149 I-80 WB On & Atlantic St			149 I-80 WB On & Atlantic St		
In 0 0 0 0 1,210 48 0 633 113 0 352 0 280 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.56		In 0 0 0 0 1,276 132 0 1,294 275 0 475 0 626 0 Ov N/S Permitted LOS: D E/W Protected V/C: 0.85	In 0 0 0 0 866 0 0 574 115 0 417 0 272 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.48		In 0 0 0 0 1,019 0 0 1,212 272 0 483 0 629 0 Ov N/S Permitted LOS: D E/W Protected V/C: 0.82	0 39 (353) (344) (48) 0 57 (59) 65 0 (8) 2 - (353) -13.4%		0 55 (334) (257) (132) 0 11 (82) 8 0 (3) 3 - (408) -10.0%
150 SR 65 N/B Off & Pleasant Grove Blvd			150 SR 65 N/B Off & Pleasant Grove Blvd			150 SR 65 N/B Off & Pleasant Grove Blvd		

Sierra Vista Peak Hour Intersection Analysis:
Existing Signalized Roseville Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
In 0 959 55 76 0 69 0 248 124 0 1,142 93 LOS: A V/C: 0.54	In 0 1,043 58 203 0 174 0 425 194 0 1,285 107 LOS: B V/C: 0.69	In 0 994 55 85 0 68 0 248 124 0 1,174 88 LOS: A V/C: 0.55	In 0 1,061 58 205 0 174 0 427 180 0 1,313 107 LOS: C V/C: 0.70	0 35 0 8 0 (1) 0 0 0 27 32 (5) + 70 2.5%	0 18 0 2 0 0 0 2 (14) 0 28 0 + 36 1.0%
157	I-80 EB Off/Orlando & Riverside Ave	157	I-80 EB Off/Orlando & Riverside Ave	157	I-80 EB Off/Orlando & Riverside Ave

Sierra Vista Peak Hour Intersection Analysis:
Proposed Sierra Vista Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		In 0 0 0 0 0 6 121 0 32 0 42 28 94 N/S Protected LOS: A E/W Protected V/C: 0.17	In 0 0 0 0 0 28 52 13 90 0 150 37 N/S Protected LOS: A E/W Protected V/C: 0.16		
178		178 Watt Ave & Road A			
		In 1 246 14 1 5 76 11 7 78 54 29 N/S Protected LOS: A E/W Protected V/C: 0.13	In 1 106 7 1 10 53 4 29 278 71 11 N/S Protected LOS: A E/W Protected V/C: 0.11		
179		179 Watt Ave & Road B			
		In 168 92 24 763 0 353 0 0 0 0 N/S Protected LOS: A E/W Protected V/C: 0.37	In 47 41 192 556 0 880 0 0 0 0 N/S Protected LOS: A E/W Protected V/C: 0.33		
180 (See Placer County Section)		180 Watt Ave & Baseline Rd			
		In 0 8 0 0 27 189 132 49 2 44 139 N/S Protected LOS: A E/W Protected V/C: 0.26	In 0 3 0 0 135 62 61 112 9 208 52 N/S Protected LOS: A E/W Protected V/C: 0.24		
181		181 West Side Dr & Road A			
		In 5 411 67 5 55 182 153 5 98 49 12 N/S Protected LOS: A E/W Protected V/C: 0.28	In 8 140 23 7 21 113 108 52 25 456 272 5 N/S Protected LOS: A E/W Protected V/C: 0.30		
182		182 West Side Dr & Road B			
		In 557 190 200 849 0 643 0 0 0 0 N/S Protected LOS: B E/W Protected V/C: 0.65	In 180 76 560 207 962 0 1,017 0 0 0 0 N/S Protected LOS: A E/W Protected V/C: 0.53		
183		183 West Side Dr & Baseline Rd			

Sierra Vista Peak Hour Intersection Analysis:
Proposed Sierra Vista Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		N/S Protected LOS: A E/W Protected V/C: 0.26	N/S Protected LOS: A E/W Protected V/C: 0.23		
184		184 Market St & Road B			
		N/S Protected LOS: A E/W Protected V/C: 0.51	N/S Protected LOS: A E/W Protected V/C: 0.56		
185		185 Market St & Baseline Rd			
		N/S Protected LOS: A E/W Protected V/C: 0.17	N/S Protected LOS: A E/W Protected V/C: 0.12		
186		186 Pleasant Grove Blvd & Upland Dr			
		N/S Protected LOS: A E/W Protected V/C: 0.30	N/S Protected LOS: A E/W Protected V/C: 0.25		
187		187 Upland Dr & Road B			
		N/S Protected LOS: A E/W Protected V/C: 0.54	N/S Protected LOS: A E/W Protected V/C: 0.56		
188		188 Upland Dr & Baseline Rd			
		N/S Protected LOS: A E/W Protected V/C: 0.39	N/S Protected LOS: A E/W Protected V/C: 0.48		
189		189 Baseline Rd & CMU3 Entrance			

Sierra Vista Peak Hour Intersection Analysis:
Proposed Sierra Vista Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		In 110 492 3 6 37 193 21 11 62 23 125 65 N/S Protected LOS: A E/W Protected V/C: 0.31	In 77 173 2 4 28 58 176 51 25 96 573 273 N/S Protected LOS: A E/W Protected V/C: 0.33		
190		190 West Side Dr & SV EW Coll			
		In 1 0 0 0 276 4 1 307 0 21 0 6 N/S Protected LOS: A E/W Protected V/C: 0.12	In 1 0 0 0 259 1 361 10 0 1 N/S Protected LOS: A E/W Protected V/C: 0.13		
191		191 Road B & SV NS Coll 3			
		In 15 3 0 0 213 14 19 491 8 26 4 96 N/S Protected LOS: A E/W Protected V/C: 0.25	In 5 1 0 0 458 63 3 366 22 11 0 41 N/S Protected LOS: A E/W Protected V/C: 0.20		
192		192 Road B & SV NS Coll 5			
		In 0 214 1 1 0 47 0 0 0 0 73 18 N/S Protected LOS: A E/W Protected V/C: 0.08	In 0 87 1 1 0 26 0 0 0 0 239 51 N/S Protected LOS: A E/W Protected V/C: 0.07		
193		193 Watt Ave & SV CC5 CC6			
		In 13 310 29 7 8 135 35 18 113 27 97 34 N/S Protected LOS: A E/W Protected V/C: 0.26	In 31 116 23 43 30 44 15 14 41 107 320 118 N/S Protected LOS: A E/W Protected V/C: 0.16		
194		194 Watt Ave & SV EW Coll			
		In 0 7 39 16 68 0 0 110 1 1 1 0 N/S Protected LOS: A E/W Protected V/C: 0.07	In 0 7 17 39 86 0 0 54 1 1 1 0 N/S Protected LOS: A E/W Protected V/C: 0.04		
195		195 Road B & SV NS Coll 2			

Sierra Vista Peak Hour Intersection Analysis: Proposed Sierra Vista Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 LOS: A V/C: 0.11	 LOS: A V/C: 0.09		
196		196 West Side Dr & SV EW Coll			
		 LOS: B V/C: 0.61	 LOS: B V/C: 0.63		
197		197 Baseline Rd & SV CC2			
		 LOS: A V/C: 0.31	 LOS: A V/C: 0.44		
198		198 Baseline Rd & SV CCBP2			
		 LOS: A V/C: 0.48	 LOS: B V/C: 0.67		
199		199 Baseline Rd & SV CC4			

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 6 330 20 17 47 32 In		Ov 4 457 16 28 13 44 In		Ov 6 358 21 16 48 31 In		Ov 5 462 16 28 14 43 In		0 9 0 (1) 1 (1)		1 (6) (5) 0 1 (1)	
N/S Protected	LOS: 0	N/S Protected	LOS: 0	N/S Protected	LOS: A	N/S Protected	LOS: A				
E/W Split Phase	V/C: 0.53	E/W Split Phase	V/C: 0.55	E/W Split Phase	V/C: 0.52	E/W Split Phase	V/C: 0.55	+ 12		- (8)	
P1 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy			
Ov 138 158 1 213 216 2 In		Ov 186 252 0 152 182 3 In		Ov 129 192 1 230 213 2 In		Ov 193 250 0 174 201 3 In		3 23 0 26 17 (3)		21 (16) (5) 5 22 19	
N/S Permitted	LOS: 0	N/S Permitted	LOS: 0	N/S Permitted	LOS: A	N/S Permitted	LOS: A				
E/W Split Phase	V/C: 0.39	E/W Split Phase	V/C: 0.48	E/W Split Phase	V/C: 0.42	E/W Split Phase	V/C: 0.50	+ 87		+ 11	
P2 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside			
Ov 9 19 3 7 240 89 In		Ov 24 54 12 23 334 149 In		Ov 9 19 3 7 255 85 In		Ov 24 54 12 23 341 178 In		0 0 0 0 15 (4)		0 0 0 0 7 29	
N/S Permitted	LOS: 0	N/S Permitted	LOS: 0	N/S Permitted	LOS: A	N/S Permitted	LOS: A				
E/W Permitted	V/C: 0.24	E/W Permitted	V/C: 0.38	E/W Permitted	V/C: 0.27	E/W Permitted	V/C: 0.38	+ 40		+ 37	
P3 Vernon & Grant				P3 Vernon & Grant				P3 Vernon & Grant			
Ov 2 1 2 3 326 9 In		Ov 3 8 4 4 461 14 In		Ov 2 2 3 3 337 9 In		Ov 3 8 7 3 493 14 In		(3) 2 1 0 11 0		(8) 5 4 1 32 0	
N/S Permitted	LOS: 0	N/S Permitted	LOS: 0	N/S Permitted	LOS: A	N/S Permitted	LOS: A				
E/W Permitted	V/C: 0.22	E/W Permitted	V/C: 0.33	E/W Permitted	V/C: 0.23	E/W Permitted	V/C: 0.35	+ 36		+ 39	
P4 Vernon & Judah				P4 Vernon & Judah				P4 Vernon & Judah			
Ov 1 18 12 4 295 9 In		Ov 12 71 18 5 329 45 In		Ov 1 18 12 3 312 9 In		Ov 13 69 18 5 336 45 In		2 0 (2) (1) 17 0		2 0 (6) (4) 7 0	
N/S Permitted	LOS: 0	N/S Permitted	LOS: 0	N/S Permitted	LOS: B	N/S Permitted	LOS: B				
E/W Split Phase	V/C: 0.62	E/W Split Phase	V/C: 0.66	E/W Split Phase	V/C: 0.62	E/W Split Phase	V/C: 0.66	+ 24		+ 1	
P5 Vernon & Lincoln				P5 Vernon & Lincoln				P5 Vernon & Lincoln			
Ov 14 700 11 69 74 197 In		Ov 56 690 23 67 143 399 In		Ov 15 744 16 68 88 253 In		Ov 56 701 22 68 86 184 In		0 82 36 (1) 14 56		(1) 18 5 22 6 (3)	
N/S Protected	LOS: 0	N/S Protected	LOS: 0	N/S Protected	LOS: A	N/S Protected	LOS: B				
E/W Split Phase	V/C: 0.50	E/W Split Phase	V/C: 0.59	E/W Split Phase	V/C: 0.54	E/W Split Phase	V/C: 0.63	+ 142		+ 117	
P6 Washington & Main				P6 Washington & Main				P6 Washington & Main			

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

Existing 2007/08			Existing Plus Project			Existing Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
Ov 318 20 602 301 21 1 295 28 7 In N/S Split Phase LOS: 0 E/W Split Phase V/C: 0.35 Ov 9 695 741 34 1 574 76 2 In N/S Split Phase LOS: 0 E/W Split Phase V/C: 0.52			Ov 422 20 610 325 18 1 299 28 7 In N/S Split Phase LOS: A E/W Split Phase V/C: 0.35 Ov 9 698 791 33 1 646 76 2 In N/S Split Phase LOS: A E/W Split Phase V/C: 0.55			60 0 31 (4) 0 0 91 4 0 0 0 0 0 0 12 0 4 13 11 2 16 72 0 0 0 0 0		
P7 Washington & Oak			P7 Washington & Oak			P7 Washington & Oak		

Sierra Vista Peak Hour Intersection Analysis:
Placer County Intersections

Existing 2007/08		Existing Plus Project		Existing Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
In 0 0 0 0 0 0 673 365 0 1 22 207 41 Ov In 0 0 0 0 0 0 283 189 0 1 76 885 70 Ov N/S Protected E/W Protected LOS: A V/C: 0.51	In 0 0 0 0 0 0 283 189 0 1 76 885 70 Ov N/S Protected E/W Protected LOS: D V/C: 0.86			180 146 (73) 33 298 (43) 246 301 70 243 88 175 (125) 73 82 (29) 133 332 (143) 254 270 388 289 (65) 141 213 (404) + 704 + 836	
180 Watt Ave & Baseline Rd		180 (See Roseville Section)		180 Watt Ave & Baseline Rd	
In 1 1 13 635 52 2 4 6 201 4 Ov In 3 5 36 287 19 3 4 4 750 6 Ov N/S Stop Sign E/W Stop Sign LOS: C Delay 24.6	In 3 5 36 287 19 3 4 4 750 6 Ov N/S Stop Sign E/W Stop Sign LOS: E Delay 47.2	In 1 1 13 923 52 2 4 6 255 4 In In 3 5 36 378 19 3 4 4 964 6 In N/S Stop Sign E/W Stop Sign LOS: F Delay 91.5	In 3 5 36 378 19 3 4 4 964 6 In N/S Stop Sign E/W Stop Sign LOS: F Delay 129.8	0 0 0 212 0 0 0 0 0 0 90 06 (1) 0 0 1 0 0 0 136 0 0 0 0 0 0 84 78 (2) 27 0 40 + 302 + 285	
301 Locust & Baseline		301 Locust & Baseline		301 Locust & Baseline	
In 0 391 13 8 0 268 0 4 1 206 323 Ov In 0 224 22 20 0 165 0 4 1 379 222 Ov N/S Stop Sign E/W Stop Sign LOS: C Delay 20.8	In 0 224 22 20 0 165 0 4 1 379 222 Ov N/S Stop Sign E/W Stop Sign LOS: C Delay 16.5	In 0 920 20 18 0 298 0 4 1 668 349 In In 0 676 40 27 0 210 0 4 1 944 224 In N/S Stop Sign E/W Stop Sign LOS: F Delay 259.5	In 0 676 40 27 0 210 0 4 1 944 224 In N/S Stop Sign E/W Stop Sign LOS: F Delay 246.9	1 252 88 (5) 0 341 0 0 0 256 (1) 328 (71) 2 370 25 (68) 0 397 0 0 0 155 (2) 178 (20) + 592 + 482	
305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd	
In 89 692 25 19 77 117 55 4 154 87 566 143 162 In In 25 631 19 29 93 178 104 4 24 88 732 18 113 In N/S Protected E/W Protected LOS: E V/C: 0.98	In 25 631 19 29 93 178 104 4 24 88 732 18 113 In N/S Protected E/W Protected LOS: D V/C: 0.84	In 116 760 25 21 82 118 56 4 162 115 674 148 146 In In 27 710 20 32 135 176 107 4 30 89 836 35 139 In N/S Protected E/W Protected LOS: F V/C: 1.03	In 27 710 20 32 135 176 107 4 30 89 836 35 139 In N/S Protected E/W Protected LOS: E V/C: 0.94	3 49 14 (2) 0 66 (12) 4 77 (45) 53 20 (6) 14 22 30 1 56 7 59 56 (26) + 162 + 153	
306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd	
183 (Does Not Exist)		183 (See Roseville Section)		183	
185 (Does Not Exist)		185 (See Roseville Section)		185	

Sierra Vista Peak Hour Intersection Analysis:
Sacramento County Intersections

Existing 2007/08				Existing Plus Project				Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 232 827 106 161 361 410 223 130 152 Ov N/S Protected LOS: A E/W Protected V/C: 0.47		Ov 174 377 128 54 210 272 293 539 216 Ov N/S Protected LOS: B E/W Protected V/C: 0.62		Ov 356 1,210 157 238 352 394 394 130 117 Ov N/S Protected LOS: A E/W Protected V/C: 0.56		Ov 301 666 209 99 207 254 453 518 82 Ov N/S Protected LOS: B E/W Protected V/C: 0.62		42 226 (30) 5 52 33 (80) 171 0 (35) (33) 210 (6) + 456		(52) 227 60 69 126 (2) 160 (21) (134) (81) 175 (73) + 324	
309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd			
In 89 1,111 101 51 111 150 169 112 445 Ov N/S Protected LOS: C E/W Protected V/C: 0.76		Ov 96 907 177 91 224 168 404 277 359 Ov N/S Protected LOS: C E/W Protected V/C: 0.70		In 89 1,172 101 51 111 150 169 112 449 Ov N/S Protected LOS: C E/W Protected V/C: 0.74		Ov 96 965 177 91 224 168 404 277 365 Ov N/S Protected LOS: C E/W Protected V/C: 0.72		0 (30) 114 45 38 (12) 0 0 4 5 (23) (25) (3) + 173		0 (24) 62 51 94 (42) 0 0 6 5 (49) (22) + 157	
310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd			
Ov 68 1,077 223 138 212 435 20 138 41 Ov N/S Protected LOS: C E/W Protected V/C: 0.76		Ov 21 551 211 232 192 274 184 301 66 Ov N/S Protected LOS: C E/W Protected V/C: 0.79		Ov 68 1,169 287 177 214 462 20 136 41 Ov N/S Protected LOS: C E/W Protected V/C: 0.77		Ov 21 703 189 310 193 272 189 386 66 Ov N/S Protected LOS: D E/W Protected V/C: 0.82		14 49 (26) 12 14 (2) 37 0 (2) 0 117 148 0 + 167		15 114 (3) 7 8 (3) 126 5 85 0 (19) 34 6 + 150	
311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd			
In 281 1,080 289 154 346 131 165 351 113 Ov N/S Protected LOS: B E/W Protected V/C: 0.63		In 223 848 360 320 521 175 425 411 184 Ov N/S Protected LOS: D E/W Protected V/C: 0.87		In 306 1,041 298 155 351 130 166 334 195 Ov N/S Protected LOS: B E/W Protected V/C: 0.62		Ov 219 879 368 340 534 171 456 449 216 Ov N/S Protected LOS: D E/W Protected V/C: 0.87		9 34 0 (4) (2) (2) 43 1 (17) 82 0 (3) (2) + 14		4 5 18 3 2 (3) 27 31 38 32 0 18 17 1 + 57	
312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd			
In 247 1,419 129 42 557 275 142 371 188 Ov N/S Protected LOS: B E/W Protected V/C: 0.69		In 239 718 142 134 480 299 340 703 220 Ov N/S Protected LOS: B E/W Protected V/C: 0.69		In 246 1,639 102 50 566 247 141 368 179 Ov N/S Protected LOS: C E/W Protected V/C: 0.70		Ov 238 851 149 101 492 296 340 726 206 Ov N/S Protected LOS: C E/W Protected V/C: 0.74		16 91 (43) (26) 3 (9) 64 (1) (3) (9) 0 128 129 (1) + 177		(13) 126 (28) (42) 42 (2) 85 0 23 (14) 7 119 117 (5) + 219	
313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn			
Ov 197 880 591 232 606 64 82 377 137 Ov N/S Protected LOS: B E/W Protected V/C: 0.62		Ov 103 626 485 428 699 148 216 728 102 Ov N/S Protected LOS: C E/W Protected V/C: 0.80		Ov 191 841 676 291 617 89 60 355 129 Ov N/S Protected LOS: B E/W Protected V/C: 0.61		Ov 100 632 532 501 672 138 213 745 101 Ov N/S Protected LOS: D E/W Protected V/C: 0.81		(6) (39) 85 95 59 11 25 40 (22) (22) (8) 0 40 39 1 + 123 3.3%		(3) 6 47 36 73 (27) 50 (3) 17 (1) (3) (19) (13) (3) + 80 1.8%	
314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn			

Sierra Vista Peak Hour Intersection Analysis: Sutter County Intersections

Existing 2007/08			Existing Plus Project			Existing Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
Ov 7 1,805 50 25 11 518 2 9 7 17 675 134 Ov In Protected LOS: E E/W Split Phase V/C: 0.94		Ov 3 825 45 44 10 171 12 15 18 9 1,981 618 Ov In Protected LOS: D E/W Split Phase V/C: 0.85	Ov 6 1,797 51 28 15 626 1 11 7 17 675 188 Ov In Protected LOS: E E/W Split Phase V/C: 0.93		Ov 3 833 35 49 13 255 11 18 19 8 1,971 715 Ov In Protected LOS: D E/W Split Phase V/C: 0.87	(1) (8) (8) 1 115 108 (1) 2 0 3 54 54 In Protected LOS: D E/W Split Phase V/C: 0.87		0 8 (10) 92 3 84 (1) 3 (1) 86 97 (10) In Protected LOS: D E/W Split Phase V/C: 0.87
315SR 70/99 & Riego Rd			315SR 99 & Riego Rd			315SR 99 & Riego Rd		
In 5 0 92 62 582 0 5 141 0 0 0 0 Ov Ov Stop Sign LOS: C E/W Stop Sign Delay 21.4		In 4 0 64 51 253 0 14 713 0 0 0 0 Ov Ov Stop Sign LOS: D E/W Stop Sign Delay 27.7	In 18 0 102 66 688 0 5 202 0 0 0 0 In In Stop Sign LOS: D E/W Stop Sign Delay 34.0		In 4 0 66 54 351 0 6 817 0 0 0 0 In In Stop Sign LOS: F E/W Stop Sign Delay 51.6	0 0 8 (5) 94 99 (1) 49 87 0 0 0 In Stop Sign LOS: F E/W Stop Sign Delay 51.6		(5) 0 1 112 129 0 (4) 1 156 0 0 0 In Stop Sign LOS: F E/W Stop Sign Delay 51.6
303Pleasant Grove N & Riego			303Pleasant Grove N & Riego			303Pleasant Grove N & Riego		
In 0 0 0 0 580 56 0 183 50 0 0 20 Ov Ov Stop Sign LOS: C E/W Stop Sign Delay 21.2		In 0 0 0 0 268 30 0 700 75 0 34 68 Ov Ov Stop Sign LOS: E E/W Stop Sign Delay 35.0	In 0 0 0 0 672 253 0 212 92 0 79 0 0 45 45 In In Stop Sign LOS: F E/W Stop Sign Delay 93.9		In 0 0 0 0 302 88 0 778 103 0 101 0 0 203 203 In In Stop Sign LOS: F E/W Stop Sign Delay 87.7	0 0 0 0 101 82 0 19 40 0 28 28 In Stop Sign LOS: F E/W Stop Sign Delay 87.7		0 0 0 93 109 (16) 0 5 0 0 2 2 In Stop Sign LOS: F E/W Stop Sign Delay 87.7
304Pleasant Grove S & Riego			304Pleasant Grove S & Riego			304Pleasant Grove S & Riego		

2025 CIP CONDCTIONS

**PEAK HOUR INTRERSECTION
LEVELS OF SERVICE
TRAFFIC VOLUMES
GEOMETRICS**

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
RS25AM		Ov		SV25AM		Ov					
Ov		In		Ov		In					
13 1 68 34		1,005		13 1 68 34		1,024		0 0 0 19		0 0 0 0	
18 9 12 3 29		In		18 9 12 3 29		In		0 0 0 (1)		0 0 0 1	
934 7 4 12 3 29		In		970 8 4 11 3 29		In		36 1 (1) 0 0		7 1 0 0	
7 4 12 3 29		In		8 4 11 3 29		In		1 0 0 0		0 0 0 0	
N/S Split Phase LOS: A		N/S Split Phase LOS: A		N/S Split Phase LOS: A		N/S Split Phase LOS: A		+ 55 2.6%		+ 8 0.3%	
E/W Protected V/C: 0.43		E/W Protected V/C: 0.48		E/W Protected V/C: 0.44		E/W Protected V/C: 0.48					
1 Atlantic & Tiger/Center				1 Atlantic & Tiger/Center				1 Atlantic & Tiger/Center			
Ig		In		Ig		In		0 0 0 (1)		0 0 0 12	
0 0 0 935		1,331		0 0 0 951		1,325		0 0 0 (17)		0 0 0 18	
0 0 0 539		299		0 0 0 522		317		0 0 0 7		0 0 0 12	
924 107 121 0 329		Ov		930 137 124 0 333		Ov		6 98 3 0 4		0 8 5 0 7	
N/S Permitted LOS: C		N/S Permitted LOS: C		N/S Permitted LOS: C		N/S Permitted LOS: C		+ 42 1.4%		+ 32 0.9%	
E/W Protected V/C: 0.75		E/W Protected V/C: 0.77		E/W Protected V/C: 0.74		E/W Protected V/C: 0.77					
2 Atlantic & Wills				2 Atlantic & Wills				2 Atlantic & Wills			
Ov		Ov		Ov		Ov		0 0 12 17		(10)	
47 0 333 266		756		47 0 345 283		759		0 20 3 0		0 5 7 0	
95 837 0 0 0		In		95 857 0 0 0		In		12 0 0 0		3 0 0 0	
0 0 0 0		In		0 0 0 0		In		0 0 0 0		16 0 0 0	
N/S Permitted LOS: A		N/S Permitted LOS: B		N/S Permitted LOS: A		N/S Permitted LOS: B		+ 52 2.2%		+ 22 0.7%	
E/W Protected V/C: 0.54		E/W Protected V/C: 0.65		E/W Protected V/C: 0.55		E/W Protected V/C: 0.67					
3 Atlantic St & Yosemite St				3 Atlantic St & Yosemite St				3 Atlantic St & Yosemite St			
Ig		Ov		Ig		Ov		(250) (94) 27 189 (6)		(1,017) (275) 102 209 282	
902 919 311 274		723		652 825 338 268		954		(317) 189 (36)		(1,190) 209 (93)	
1,175 1,389 16 19 1,427 553		Ov		436 1,665 70 189 1,079 456		Ov		(739) 189 (275)		(461) 209 (105)	
N/S Protected LOS: F		N/S Protected LOS: F		N/S Protected LOS: D		N/S Protected LOS: E		276 170 348 (97)		129 127 168 (64)	
E/W Protected V/C: 1.01		E/W Protected V/C: 1.10		E/W Protected V/C: 0.83		E/W Protected V/C: 1.00		- (812) -10.2%		- (1,359) -15.0%	
4 Baseline Rd & Fiddymt Rd				4 Baseline Rd & Fiddymt Rd				4 Baseline Rd & Fiddymt Rd			
In		In		In		In		4 0 0 (27) (13) (11)		0 0 0 (27) (59)	
41 0 483 135		771		45 0 456 124		769		(23) 0 0 (2)		(27) 199 258	
19 2,012 0 0 0		In		20 2,342 0 0 0		In		1 0 0 0		2 0 0 0	
N/S Protected LOS: C		N/S Protected LOS: B		N/S Protected LOS: D		N/S Protected LOS: C		330 188 0 0 0		44 98 0 0 0	
E/W Protected V/C: 0.77		E/W Protected V/C: 0.68		E/W Protected V/C: 0.82		E/W Protected V/C: 0.72		+ 295 8.5%		+ 218 5.0%	
5 Blue Oaks & Crocker Ranch				5 Blue Oaks & Crocker Ranch				5 Blue Oaks & Crocker Ranch			
Ig		Ig		Ig		Ig		0 0 0 2 3		0 0 0 257 261	
0 0 0 772		2,369		0 0 0 775		775		0 0 0 (1)		0 0 0 (4)	
45 1,921 22 17 0 112		Ov		44 2,255 16 0 0 109		Ov		(1) 0 0 (3)		(10) 0 0 (5)	
N/S Permitted LOS: A		N/S Permitted LOS: A		N/S Permitted LOS: A		N/S Permitted LOS: B		+ 324 11.2%		+ 297 7.7%	
E/W Protected V/C: 0.50		E/W Protected V/C: 0.55		E/W Protected V/C: 0.57		E/W Protected V/C: 0.60					
6 Blue Oaks & Del Webb				6 Blue Oaks & Del Webb				6 Blue Oaks & Del Webb			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
102 837 556 92 648 156 LOS: C V/C: 0.74 128 262 448 116 716 637 LOS: D V/C: 0.82		102 754 230 112 406 109 LOS: D V/C: 0.82 550 842 599 194 936 510 LOS: D V/C: 0.82		127 894 451 260 965 88 LOS: C V/C: 0.75 123 259 462 76 622 759 LOS: C V/C: 0.75		323 647 218 187 449 74 LOS: C V/C: 0.77 377 1,148 734 64 975 536 LOS: C V/C: 0.77		(501) 6 (23) 168 317 (68) 8.3% (5) (3) 14 (12) (94) (04) 7.3%			
7 Blue Oaks & Fiddymint				7 Blue Oaks & Fiddymint				7 Blue Oaks & Fiddymint			
34 0 406 20 3,185 0 LOS: C V/C: 0.81 111 509 3,742 27 2,175 0 LOS: C V/C: 0.72		33 0 471 20 3,269 0 LOS: D V/C: 0.87 59 1,441 9 0 0 0 LOS: C V/C: 0.73		(1) 65 (31) 0 84 0 2.3% (30) 162 102 0 0 0 2.4%							
8 Blue Oaks & New Meadow				8 Blue Oaks & New Meadow				8 Blue Oaks & New Meadow			
2 0 173 0 1,754 0 LOS: A V/C: 0.51 134 212 2,028 1 1,116 0 LOS: A V/C: 0.54		2 0 166 0 2,087 0 LOS: A V/C: 0.57 72 771 0 0 0 0 LOS: B V/C: 0.60		(7) 3 (4) 0 333 0 11.9% (8) 256 268 0 0 0 8.7%							
9 Blue Oaks & Orchard View				9 Blue Oaks & Orchard View				9 Blue Oaks & Orchard View			
42 66 306 139 2,239 110 LOS: C V/C: 0.75 178 18 312 86 1,245 28 LOS: E V/C: 0.92		47 104 198 149 2,432 209 LOS: C V/C: 0.77 215 792 92 44 33 54 LOS: E V/C: 0.99		(108) 5 (22) 10 193 99 4.9% (13) 82 123 8 99 0 4.2%							
10 Blue Oaks Bl & Diamond Creek Bl				10 Blue Oaks Bl & Diamond Creek Bl				10 Blue Oaks Bl & Diamond Creek Bl			
78 163 144 828 1,974 861 LOS: F V/C: 1.02 913 872 361 266 1,633 336 LOS: F V/C: 1.25		81 211 148 921 2,127 764 LOS: E V/C: 0.96 300 1,225 591 151 151 151 LOS: F V/C: 1.32		(20) 3 (33) 93 153 (97) 1.7% (31) 119 147 (12) (16) 8 1.6%							
11 Blue Oaks Bl & Foothills Bl				11 Blue Oaks Bl & Foothills Bl				11 Blue Oaks Bl & Foothills Bl			
97 157 215 52 2,178 325 LOS: E V/C: 0.95 26 168 158 92 1,337 227 LOS: C V/C: 0.74		103 197 217 56 2,360 209 LOS: E V/C: 0.92 103 845 297 628 628 628 LOS: B V/C: 0.66		(27) 6 (8) 182 (116) (116) -0.5% (3) 102 194 (117) 6 6 -0.5%							
12 Blue Oaks Bl & Woodcreek Oaks Bl				12 Blue Oaks Bl & Woodcreek Oaks Bl				12 Blue Oaks Bl & Woodcreek Oaks Bl			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project			2025 CIP Plus Project			2025 Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
Ov 76 606 105 182 1,131 577 Ov 52 560 122 808 1,319 160 Ov LOS: E V/C: 0.92		Ov 244 1,492 239 389 821 550 Ov 137 677 421 791 1,014 205 Ov LOS: F V/C: 1.04	Ov 77 607 105 182 1,128 615 Ov 50 566 123 804 1,313 169 Ov LOS: E V/C: 0.92		Ov 244 1,485 251 391 833 525 Ov 138 652 467 845 1,008 195 Ov LOS: F V/C: 1.08	1 2 0 5 (3) 58 38 (2) 6 1 (4) (6) 9 + 41 0.7%		0 5 12 22 (11) 54 (25) 1 46 38 (6) (10) + 54 0.8%
13 Cirby & Sunrise			13 Cirby & Sunrise			13 Cirby & Sunrise		
In 0 547 1,810 0 0 0 In 1,753 0 551 0 1 475 573 Ig LOS: E V/C: 0.95		In 0 603 1,990 0 0 0 In 2,239 0 657 0 1 709 473 Ig LOS: F V/C: 1.12	In 0 556 1,921 0 0 0 In 1,748 0 551 0 1 476 567 Ig LOS: E V/C: 0.98		In 0 606 1,977 0 0 0 In 2,347 0 644 0 1 709 482 Ig LOS: F V/C: 1.11	0 9 111 (5) 0 0 (5) (6) (5) 0 0 1 (6) + 110 1.9%		0 3 (13) 95 (10) 0 9 (13) 0 9 9 + 94 1.4%
14 Cirby Wy & Foothills Bl			14 Cirby Wy & Foothills Bl			14 Cirby Wy & Foothills Bl		
In 0 0 0 0 1,935 333 In 0 1,923 19 4 0 230 Ig LOS: A V/C: 0.54		In 0 0 0 0 2,493 404 In 0 2,210 8 4 0 262 Ig LOS: B V/C: 0.63	In 0 0 0 0 1,929 333 In 0 2,028 20 4 0 235 Ig LOS: A V/C: 0.57		In 0 0 0 0 2,596 375 In 0 2,200 9 4 0 261 Ig LOS: B V/C: 0.62	0 0 0 (6) (6) 0 0 (6) 0 5 5 + 105 2.4%		0 0 0 74 (1) 103 (29) (1) 0 0 0 + 64 1.2%
15 Cirby Wy & Melody Ln			15 Cirby Wy & Melody Ln			15 Cirby Wy & Melody Ln		
In 22 1 15 10 2,102 6 In 6 1,962 2 4 0 21 In LOS: C V/C: 0.77		In 10 1 13 23 2,440 15 In 14 2,179 9 4 1 11 In LOS: D V/C: 0.88	In 22 1 15 10 2,096 6 In 6 2,069 2 4 0 21 In LOS: C V/C: 0.77		In 10 1 13 23 2,544 15 In 14 2,169 9 4 1 11 In LOS: E V/C: 0.92	0 0 0 (6) (6) 0 0 (6) 0 0 0 + 101 2.4%		0 0 0 104 (2) 104 (2) (2) 0 0 0 + 92 1.9%
16 Cirby Wy & Northridge Dr			16 Cirby Wy & Northridge Dr			16 Cirby Wy & Northridge Dr		
In 53 5 25 246 654 19 In 173 1,202 4 4 54 86 In LOS: A V/C: 0.55		In 193 151 184 16 1,128 173 In 60 1,058 41 4 13 52 In LOS: C V/C: 0.71	In 53 5 25 243 662 19 In 176 1,205 4 4 43 88 In LOS: A V/C: 0.55		In 219 144 164 19 1,124 183 In 61 1,071 41 4 14 52 In LOS: C V/C: 0.70	0 0 0 5 (3) 8 0 3 3 9 2 (7) (11) 2 + 4 0.2%		26 (7) (20) 9 (4) 10 3 (1) 1 13 1 0 0 + 23 0.7%
17 Cirby Wy & Oak Ridge Dr			17 Cirby Wy & Oak Ridge Dr			17 Cirby Wy & Oak Ridge Dr		
In 20 1 4 2 1,775 22 Ov 8 1,217 39 20 13 458 Ov LOS: E V/C: 0.94		In 4 7 5 3 1,477 307 Ov 44 1,648 214 48 3 459 Ov LOS: D V/C: 0.89	In 22 1 4 2 1,780 20 Ov 8 1,274 44 19 13 446 Ov LOS: E V/C: 0.93		In 5 7 5 3 1,545 290 Ov 45 1,651 216 48 3 459 Ov LOS: D V/C: 0.89	2 0 0 3 5 (2) 0 0 57 5 (1) 0 (12) + 54 1.5%		1 0 0 51 68 (17) 0 1 3 2 0 0 0 + 58 1.4%
18 Cirby Wy & Orlando Av			18 Cirby Wy & Orlando Av			18 Cirby Wy & Orlando Av		

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S	Split Phase	LOS: B		N/S	Split Phase	LOS: A					
E/W	Protected	V/C: 0.60		E/W	Protected	V/C: 0.53		+ 11	0.5%	+ 1	0.0%
19 Cirby Wy & Parkview Dr				19 Cirby Wy & Parkview Dr				19 Cirby Wy & Parkview Dr			
N/S	Protected	LOS: F		N/S	Protected	LOS: F					
E/W	Protected	V/C: 1.03		E/W	Protected	V/C: 1.11		+ 125	1.6%	+ 70	0.9%
20 Cirby Wy & Riverside Av				20 Cirby Wy & Riverside Av				20 Cirby Wy & Riverside Av			
N/S	Permitted	LOS: A		N/S	Permitted	LOS: B					
E/W	Split Phase	V/C: 0.43		E/W	Split Phase	V/C: 0.64		+ 5	0.2%	+ 13	0.4%
21 Cirby Wy & Rocky Ridge Dr				21 Cirby Wy & Rocky Ridge Dr				21 Cirby Wy & Rocky Ridge Dr			
N/S	Permitted	LOS: B		N/S	Permitted	LOS: A					
E/W	Protected	V/C: 0.60		E/W	Protected	V/C: 0.59		+ 30	0.9%	+ 17	0.4%
22 Cirby Wy & San Simeon Dr				22 Cirby Wy & San Simeon Dr				22 Cirby Wy & San Simeon Dr			
N/S	Protected	LOS: E		N/S	Protected	LOS: F					
E/W	Protected	V/C: 0.99		E/W	Protected	V/C: 1.24		+ 101	1.9%	+ 102	1.7%
23 Cirby Wy & Vernon St				23 Cirby Wy & Vernon St				23 Cirby Wy & Vernon St			
N/S	Protected	LOS: A		N/S	Protected	LOS: B					
E/W	Protected	V/C: 0.53		E/W	Protected	V/C: 0.67		+ 34	0.7%	+ 7	0.1%
24 Douglas & Eureka				24 Douglas & Eureka				24 Douglas & Eureka			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project			2025 CIP Plus Project			2025 Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
76 221 134 334 1,262 7 122 1,060 90 185 870 235 lg LOS: B V/C: 0.61 Protected Protected		243 1,040 261 238 1,163 187 182 1,726 201 293 536 139 lg LOS: D V/C: 0.82 Protected Protected	76 220 138 335 1,283 14 121 1,071 90 184 869 235 lg LOS: B V/C: 0.61 Protected Protected		239 1,041 279 243 1,168 188 182 1,753 193 291 546 133 lg LOS: D V/C: 0.83 Protected Protected	0 (1) 4 3 1 21 7 (1) 11 (2) 0 (1) (1) 0 0.9%		(4) 1 18 19 15 5 (2) 1 (8) 27 (6) (2) 10 (6) 0.8%
25 Douglas & Rocky Ridge			25 Douglas & Rocky Ridge			25 Douglas & Rocky Ridge		
6 44 33 101 1,596 107 107 1,204 32 171 58 52 lg LOS: A V/C: 0.56 Split Phase Protected		165 96 129 133 1,480 61 87 2,023 169 89 64 79 lg LOS: C V/C: 0.70 Split Phase Protected	6 44 33 108 1,619 109 107 1,216 33 172 57 51 lg LOS: A V/C: 0.57 Split Phase Protected		163 96 129 133 1,496 61 86 2,046 166 89 64 79 lg LOS: C V/C: 0.70 Split Phase Protected	0 0 0 0 7 23 2 13 12 (1) (1) (1) (1) 1.3%		(2) 0 0 19 (2) 0 16 0 (3) 23 (3) 0 (3) 0 0 0 0.7%
26 Douglas & Santa Clara			26 Douglas & Santa Clara			26 Douglas & Santa Clara		
41 21 57 85 1,612 51 85 1,178 44 15 66 38 lg LOS: A V/C: 0.52 Split Phase Protected		14 84 214 35 1,507 130 122 2,049 53 125 58 41 lg LOS: B V/C: 0.68 Split Phase Protected	41 21 58 78 1,642 51 83 1,190 45 16 66 38 lg LOS: A V/C: 0.52 Split Phase Protected		14 82 211 35 1,524 130 122 2,069 50 124 59 41 lg LOS: B V/C: 0.68 Split Phase Protected	0 0 1 1 1 0 0 (2) 12 (1) (1) (1) (1) 1.1%		0 (2) (3) 17 (5) 0 17 0 (3) 20 (3) 0 (1) 0 1 0 0.7%
27 Douglas & Sierra Gardens			27 Douglas & Sierra Gardens			27 Douglas & Sierra Gardens		
183 218 80 401 1,820 220 73 1,166 148 305 588 101 lg LOS: C V/C: 0.70 Protected Protected		581 867 247 362 1,465 252 85 1,984 168 416 442 265 lg LOS: D V/C: 0.90 Protected Protected	182 223 76 391 1,850 220 73 1,178 148 300 577 105 lg LOS: C V/C: 0.70 Protected Protected		578 884 240 363 1,499 228 86 1,990 179 426 429 263 lg LOS: D V/C: 0.90 Protected Protected	(1) 5 0 (10) 30 0 12 12 0 (12) (11) 4 0.4%		

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 36 6 192 211 737 30 36 1,088 8 5 3 11 In N/S Split Phase LOS: A E/W Protected V/C: 0.48		Ov 69 5 403 185 1,062 11 49 1,072 0 3 4 9 In N/S Split Phase LOS: B E/W Protected V/C: 0.62		Ov 36 6 207 208 736 30 36 1,116 8 5 3 11 In N/S Split Phase LOS: A E/W Protected V/C: 0.50		Ov 72 5 403 176 1,083 11 48 1,076 0 3 4 9 In N/S Split Phase LOS: B E/W Protected V/C: 0.62		15 15 (3) (1) 0 28 0 0 0 0 + 39 1.7%		3 0 12 21 (1) 4 0 0 0 0 + 18 0.6%	
31 Douglas Bl & Folsom Rd				31 Douglas Bl & Folsom Rd				31 Douglas Bl & Folsom Rd			
Ov 188 7 306 763 844 47 150 1,164 23 15 7 30 In N/S Split Phase LOS: B E/W Protected V/C: 0.64		Ov 283 27 1,081 498 1,030 66 284 1,143 20 33 27 83 In N/S Split Phase LOS: E E/W Protected V/C: 0.96		Ov 188 7 307 760 839 46 172 1,184 23 15 7 29 In N/S Split Phase LOS: B E/W Protected V/C: 0.65		Ov 276 27 1,059 504 1,049 66 284 1,147 20 32 28 83 In N/S Split Phase LOS: E E/W Protected V/C: 0.95		1 (3) (5) (1) 22 20 0 0 0 (1) + 33 0.9%		(7) 0 (22) 25 19 0 0 4 0 (1) 1 0 + 0 0.0%	
32 Douglas Bl & Harding Bl				32 Douglas Bl & Harding Bl				32 Douglas Bl & Harding Bl			
In 1 6 434 284 230 0 0 434 5 0 0 4 In N/S Split Phase LOS: A E/W Permitted V/C: 0.30		In 30 0 460 363 529 0 1 484 0 0 0 0 In N/S Split Phase LOS: A E/W Permitted V/C: 0.52		In 1 6 472 284 230 0 0 423 5 0 0 4 In N/S Split Phase LOS: A E/W Permitted V/C: 0.32		In 30 0 460 400 505 0 1 484 0 0 0 0 In N/S Split Phase LOS: A E/W Permitted V/C: 0.50		38 0 0 0 (11) (11) 0 0 0 0 + 27 1.9%		0 0 13 37 (24) 0 0 0 0 0 0 0 0 + 13 0.7%	
33 Douglas Bl & Judah St				33 Douglas Bl & Judah St				33 Douglas Bl & Judah St			
In 0 0 0 573 87 0 933 48 0 43 0 256 In N/S Permitted LOS: A E/W Protected V/C: 0.50		In 0 0 0 924 188 0 968 59 0 34 0 152 In N/S Permitted LOS: A E/W Protected V/C: 0.49		In 0 0 0 573 87 0 960 48 0 43 0 256 In N/S Permitted LOS: A E/W Protected V/C: 0.51		In 0 0 0 935 189 0 972 58 0 35 0 151 In N/S Permitted LOS: A E/W Protected V/C: 0.49		0 0 0 0 0 0 0 27 0 0 0 0 + 27 1.4%		0 0 12 11 1 0 0 0 4 0 1 0 0 + 15 0.6%	
34 Douglas Bl & Keehner Av				34 Douglas Bl & Keehner Av				34 Douglas Bl & Keehner Av			
In 6 3 56 536 0 0 910 5 0 9 0 2 In N/S Split Phase LOS: A E/W Protected V/C: 0.36		In 14 7 68 865 18 0 964 20 0 13 0 10 In N/S Split Phase LOS: A E/W Protected V/C: 0.41		In 7 3 56 536 0 0 938 5 0 9 0 2 In N/S Split Phase LOS: A E/W Protected V/C: 0.37		In 14 7 72 878 18 0 964 20 0 13 0 10 In N/S Split Phase LOS: A E/W Protected V/C: 0.42		1 0 0 0 0 0 0 28 0 0 0 0 + 29 1.9%		0 0 13 13 4 0 0 0 0 0 0 0 0 + 17 0.9%	
35 Douglas Bl & Park Dr				35 Douglas Bl & Park Dr				35 Douglas Bl & Park Dr			
Ov 191 489 181 154 1,686 233 154 1,258 235 578 782 210 Ov N/S Protected LOS: C E/W Protected V/C: 0.75		Ov 123 843 210 176 1,424 320 213 1,683 615 517 778 241 Ov N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 185 496 181 155 1,680 232 154 1,276 220 560 782 209 Ov N/S Protected LOS: C E/W Protected V/C: 0.75		Ov 120 841 210 176 1,438 318 223 1,680 595 516 784 240 Ov N/S Protected LOS: D E/W Protected V/C: 0.87		(6) 7 0 (6) (6) (1) 0 18 (15) (18) 0 (1) - (21) -0.3%		(3) (2) 0 12 14 (2) 10 (3) (6) 4 (1) - (2) 0.0%	
36 Douglas Bl & Sierra College Bl				36 Douglas Bl & Sierra College Bl				36 Douglas Bl & Sierra College Bl			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
lg 14 885 184 25 112 127 lg 25 111 127 lg 69 92 71 130 1,128 57 N/S Protected LOS: A E/W Protected V/C: 0.47		lg 93 1,224 130 49 167 180 lg 187 232 48 lg 195 1,405 75 157 1,405 75 N/S Protected LOS: A E/W Protected V/C: 0.53		lg 14 898 185 25 111 127 lg 130 1,123 57 lg 69 94 71 130 1,123 57 N/S Protected LOS: A E/W Protected V/C: 0.47		lg 87 1,231 129 48 167 143 lg 192 229 49 lg 196 1,415 74 196 1,415 74 N/S Protected LOS: A E/W Protected V/C: 0.53		0 13 1 14 0 (1) 2 0 (5) 0 0 0 0 0 0 + 10 0.3%		(6) 7 (1) 0 1 10 3 3 (1) (1) 0 (8) 1 10 (1) - (25) -0.6%	
37 Eureka & Lead Hill				37 Eureka & Lead Hill				37 Eureka & Lead Hill			
lg 359 274 84 34 1,975 469 lg 138 1,441 67 lg 144 245 109 316 1,870 482 lg 66 2,261 180 N/S Protected LOS: A E/W Protected V/C: 0.57		lg 248 546 177 316 1,870 482 lg 66 2,261 180 lg 531 542 223 316 1,870 482 N/S Protected LOS: C E/W Protected V/C: 0.75		lg 352 275 83 37 1,985 473 lg 129 1,447 66 lg 142 248 109 37 1,985 473 N/S Protected LOS: A E/W Protected V/C: 0.58		lg 217 530 190 323 1,860 486 lg 63 2,302 183 lg 532 539 222 323 1,860 486 N/S Protected LOS: C E/W Protected V/C: 0.75		(7) 1 (1) (7) 3 (2) (9) 6 (1) 10 4 0 1 3 0 + 7 0.1%		(31) (16) 13 (34) 7 (10) 41 41 3 1 1 (3) 1 1 (1) + 5 0.1%	
38 Eureka & N. Sunrise				38 Eureka & N. Sunrise				38 Eureka & N. Sunrise			
lg 97 1,220 199 268 206 122 lg 76 168 63 lg 22 1,109 86 384 367 32 lg 134 322 128 N/S Protected LOS: A E/W Protected V/C: 0.54		lg 404 1,429 173 384 367 32 lg 134 322 128 lg 67 1,600 53 384 367 32 N/S Protected LOS: C E/W Protected V/C: 0.73		lg 87 1,234 199 268 205 122 lg 77 167 63 lg 22 1,103 88 268 205 122 N/S Protected LOS: A E/W Protected V/C: 0.54		lg 408 1,431 173 396 365 32 lg 135 320 127 lg 67 1,614 53 396 365 32 N/S Protected LOS: C E/W Protected V/C: 0.74		(10) 14 0 4 0 (1) 0 1 (1) 0 0 (4) 0 3 2 - (1) 0.0%		4 2 0 6 12 (2) (2) (2) (1) 0 0 14 0 14 0 + 28 0.5%	
39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge			
Ov 22 17 17 8 412 114 Ov 15 860 28 Ov 29 1,099 20 18 0 40 Ov 27 677 48 N/S Split Phase LOS: A E/W Protected V/C: 0.37		Ov 2 2 9 29 1,099 20 Ov 27 677 48 Ov 18 0 40 29 1,099 20 N/S Split Phase LOS: A E/W Protected V/C: 0.45		Ov 22 17 17 8 410 114 Ov 15 867 28 Ov 29 1,099 20 18 0 40 Ov 27 677 48 N/S Split Phase LOS: A E/W Protected V/C: 0.38		Ov 2 2 9 29 1,090 20 Ov 28 683 48 Ov 18 0 40 29 1,090 20 N/S Split Phase LOS: A E/W Protected V/C: 0.45		0 0 0 0 0 0 7 7 0 0 0 0 0 0 0 + 5 0.3%		0 0 0 0 0 0 7 6 0 0 0 0 0 0 0 - (2) -0.1%	
40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr			
In 7 808 6 18 5 53 Ov 2 1 15 Ov 48 706 9 1 3 33 Ov 35 1 11 N/S Protected LOS: A E/W Split Phase V/C: 0.37		In 11 1,099 79 11 1 11 Ov 35 1 11 Ov 5 912 33 1 3 33 N/S Protected LOS: A E/W Split Phase V/C: 0.40		In 7 822 6 18 5 53 Ov 2 1 15 Ov 48 728 9 1 3 33 N/S Protected LOS: A E/W Split Phase V/C: 0.37		In 11 1,05 79 11 1 11 Ov 35 1 11 Ov 5 922 34 1 3 34 N/S Protected LOS: A E/W Split Phase V/C: 0.40		0 14 0 14 0 0 0 0 0 0 22 0 0 22 0 + 36 2.1%		0 6 0 6 0 0 0 0 0 0 11 1 0 10 1 + 17 0.8%	
41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts			
Ov 83 278 68 55 101 34 Ov 110 245 46 Ov 69 183 22 146 844 128 Ov 30 920 191 N/S Split Phase LOS: A E/W Protected V/C: 0.44		Ov 70 11 28 146 844 128 Ov 30 920 191 Ov 207 27 56 146 844 128 N/S Split Phase LOS: A E/W Protected V/C: 0.52		Ov 82 278 69 55 124 36 Ov 110 242 45 Ov 69 183 22 55 124 36 N/S Split Phase LOS: A E/W Protected V/C: 0.44		Ov 70 11 27 150 852 128 Ov 30 938 191 Ov 208 27 55 150 852 128 N/S Split Phase LOS: A E/W Protected V/C: 0.53		(1) 0 1 0 23 2 (4) 3 (1) 0 0 0 0 0 0 + 21 1.6%		0 0 (1) (1) 4 8 18 18 0 1 0 (1) 1 0 (1) + 29 1.1%	
42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes			

49

167

180

195

1,405

75

lg

25

111

127

lg

130

1,123

57

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 8632111 46032 926559 In		In 9088126 139288 12866458 In		In 8732111 46091 326369 In		In 9186926 151287 11660758 In		1000 1000 000 (20) (19) 0		1001 (11)00 1200 (57)0 (12) (1) (57)0	
N/S Protected LOS: A	E/W Split Phase V/C: 0.28	N/S Protected LOS: A	E/W Split Phase V/C: 0.47	N/S Protected LOS: A	E/W Split Phase V/C: 0.27	N/S Protected LOS: A	E/W Split Phase V/C: 0.46	- (19)	-1.5%	- (69)	-3.3%
43 Fairway & Cortina Circle				43 Fairway & Cortina Circle				43 Fairway & Cortina Circle			
In 13817344 875511 2316671 Ov		In 171176 19535488 324921 Ov		In 13817344 877723 1116671 Ov		In 171176 1954099 48722 Ov		000 000 220 (6) 0 0		000 1919 00 (1)01 00 (1) 00	
N/S Split Phase LOS: A	E/W Protected V/C: 0.40	N/S Split Phase LOS: A	E/W Protected V/C: 0.44	N/S Split Phase LOS: A	E/W Protected V/C: 0.40	N/S Split Phase LOS: A	E/W Protected V/C: 0.44	+ 16	1.5%	+ 24	1.1%
44 Fairway & Five Star				44 Fairway & Five Star				44 Fairway & Five Star			
In 7028030 803932 541951 In		In 8126 6784380 68243 In		In 7028030 806233 541951 In		In 8026 6784980 69243 In		000 000 230 (5) 0 0		(1)00 00 60 00 (1) 0 00	
N/S Split Phase LOS: A	E/W Protected V/C: 0.51	N/S Split Phase LOS: A	E/W Protected V/C: 0.51	N/S Split Phase LOS: A	E/W Protected V/C: 0.51	N/S Split Phase LOS: A	E/W Protected V/C: 0.51	+ 19	1.9%	+ 24	1.1%
45 Fairway & Home Depot				45 Fairway & Home Depot				45 Fairway & Home Depot			
In 202854 404442 4426036 Ov		In 7229 35960114 66256 Ov		In 202854 404644 4026036 Ov		In 7228 35937115 65255 Ov		000 000 20 (15) 3 0		000 (58)0 00 (1)0 (1) 1 00	
N/S Split Phase LOS: A	E/W Protected V/C: 0.58	N/S Split Phase LOS: A	E/W Protected V/C: 0.45	N/S Split Phase LOS: A	E/W Protected V/C: 0.57	N/S Split Phase LOS: A	E/W Protected V/C: 0.44	- (15)	-1.2%	- (83)	-3.9%
46 Fairway & Target/Rosehall				46 Fairway & Target/Rosehall				46 Fairway & Target/Rosehall			
Ig 1161,22370 1976021 611,17236 Ov		Ig 2121,13561 1263110 161,40863 Ov		Ig 1121,22664 2266016 511,11546 Ov		Ig 2451,06045 126317 161,34080 Ov		(4)30 (7)611 000 (5)000 (6) 10 (57) (57)10		3300 (58)0 00 (6)0 (75) 0 (68)0 (16)17	
N/S Protected LOS: B	E/W Protected V/C: 0.62	N/S Protected LOS: B	E/W Protected V/C: 0.66	N/S Protected LOS: B	E/W Protected V/C: 0.63	N/S Protected LOS: B	E/W Protected V/C: 0.63	- (34)	-1.1%	- (99)	-3.0%
47 Fiddymment & Del Webb/Village Green				47 Fiddymment & Del Webb/Village Green				47 Fiddymment & Del Webb/Village Green			
Ov 969327 9415148 51782119 Ov		Ov 4482350 361457 276770220 Ov		Ov 976626 14115100 45858122 Ov		Ov 172952125 351451 149888148 Ov		0730 720 470 (48)0 (1) 3 (6) 763		12812975 33200 (1)0 (127)118 0 (81) (6) (72)	
N/S Protected LOS: A	E/W Protected V/C: 0.48	N/S Protected LOS: B	E/W Protected V/C: 0.61	N/S Protected LOS: A	E/W Protected V/C: 0.46	N/S Protected LOS: A	E/W Protected V/C: 0.57	+ 147	6.8%	+ 246	9.7%
48 Fiddymment & Hayden Pkwy North				48 Fiddymment & Hayden Pkwy North				48 Fiddymment & Hayden Pkwy North			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 75 1,324 0 115 0 54 In LOS: A V/C: 0.58		In 109 1,339 0 55 0 88 In LOS: A V/C: 0.59		In 69 1,333 0 121 0 37 In LOS: A V/C: 0.57		In 122 1,319 0 70 0 51 In LOS: A V/C: 0.55		(6) 9 3 0 0 0 6 0 (17) (11) - (44) -1.5%		13 (20) (7) 0 0 0 15 0 (37) (79) (83) - (108) -3.3%	
49 Fiddymnt & Hayden Pkwy South				49 Fiddymnt & Hayden Pkwy South				49 Fiddymnt & Hayden Pkwy South			
Ov 150 967 53 187 486 836 Ov LOS: D V/C: 0.90		Ov 243 1,768 121 308 470 489 Ov LOS: D V/C: 0.82		Ov 149 956 61 181 479 982 Ov LOS: E V/C: 0.96		Ov 244 1,686 121 314 531 588 Ov LOS: D V/C: 0.86		(1) (11) (4) 0 69 (1) (6) (7) 146 (31) (52) + 219 4.3%		1 (82) (81) 0 38 0 6 61 99 (2) (87) (3) + 167 2.6%	
50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main			
In 9 438 36 41 9 19 Ov LOS: A V/C: 0.58		In 56 1,968 23 19 9 52 Ov LOS: A V/C: 0.56		In 8 357 36 40 9 18 Ov LOS: A V/C: 0.58		In 56 1,966 23 18 8 53 Ov LOS: A V/C: 0.56		(1) (81) (82) 0 1 0 (1) (2) (1) (9) (19) - (92) -3.3%		0 (2) (2) 0 4 4 (1) (1) 1 (2) (9) (7) - (1) 0.0%	
51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec			
Ov 364 1,080 85 83 4 54 Ov LOS: A V/C: 0.53		Ov 167 1,219 34 508 6 326 Ov LOS: B V/C: 0.66		Ov 366 1,054 87 83 4 54 Ov LOS: A V/C: 0.52		Ov 165 1,174 34 506 6 328 Ov LOS: B V/C: 0.65		2 (26) (22) 0 0 0 0 0 0 (51) (47) (2) - (73) -2.2%		(2) (45) (47) 0 0 1 0 0 2 (13) (15) 1 - (60) -1.5%	
52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr			
Ig 0 1,903 0 0 0 0 Ig LOS: A V/C: 0.50		Ig 0 2,164 0 0 0 0 Ig LOS: A V/C: 0.52		Ig 0 2,033 0 0 0 0 Ig LOS: A V/C: 0.52		Ig 0 2,155 0 0 0 0 Ig LOS: A V/C: 0.55		0 130 130 0 0 0 0 0 0 (7) (7) (1) (2) + 122 3.1%		0 (9) (9) 0 0 0 0 0 0 (3) (3) (6) + 128 2.8%	
53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd			
Ov 80 609 513 3 71 10 Ov LOS: C V/C: 0.77		Ov 4 1,313 560 54 411 209 Ov LOS: D V/C: 0.86		Ov 95 526 556 2 78 11 Ov LOS: C V/C: 0.80		Ov 4 1,260 574 52 405 215 Ov LOS: D V/C: 0.84		15 (83) (25) 43 (15) (8) 3 (27) (57) 27 - (60) -1.4%		0 (53) (39) 14 (2) (2) 2 (15) (17) 0 - (2) 0.0%	
54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov In 35 4 1 1 732 174 2 2 4 34 2 18 LOS: C V/C: 0.74		Ov In 0 4 1 1 2,043 65 15 3 1 184 3 140 LOS: A V/C: 0.54		Ov In 35 4 1 1 643 172 2 2 4 34 2 18 LOS: C V/C: 0.73		Ov In 0 4 1 1 2,038 65 15 3 1 182 3 142 LOS: A V/C: 0.54		Ov In 0 (89) (91) 0 0 0 0 0 0 0 (2) LOS: C V/C: 0.74		Ov In 0 (5) (5) 0 0 0 0 0 0 0 (2) LOS: A V/C: 0.54	
55 Foothills Bl & HP South				55 Foothills Bl & HP South				55 Foothills Bl & HP South			
Ov Ig 104 891 213 364 674 95 147 183 193 LOS: C V/C: 0.74		Ov Ig 478 1,610 359 225 306 172 186 1,049 416 LOS: C V/C: 0.78		Ov Ig 106 851 200 388 854 138 143 192 185 LOS: C V/C: 0.78		Ov Ig 423 1,637 367 235 344 105 138 1,234 370 LOS: D V/C: 0.83		Ov In 2 (40) (51) 24 180 43 0 0 0 (4) 9 (58) (12) LOS: C V/C: 0.74		Ov In (55) 27 8 91 185 (20) 10 38 5 (48) (71) (61) (15) LOS: C V/C: 0.78	
56 Foothills Bl & Junction Bl				56 Foothills Bl & Junction Bl				56 Foothills Bl & Junction Bl			
Ov In 39 1,093 8 85 11 141 16 7 72 LOS: A V/C: 0.56		Ov In 147 2,259 16 99 17 114 30 16 65 LOS: D V/C: 0.89		Ov In 38 983 7 89 13 199 14 8 72 LOS: A V/C: 0.57		Ov In 186 2,190 15 97 18 150 29 17 67 LOS: D V/C: 0.86		Ov In (1) (110) (112) 4 2 58 0 0 0 (2) 1 0 LOS: C V/C: 0.56		Ov In 39 (69) (31) 2 1 36 (2) 1 58 0 (102) (63) (1) LOS: C V/C: 0.89	
57 Foothills Bl & Mcanally Dr				57 Foothills Bl & Mcanally Dr				57 Foothills Bl & Mcanally Dr			
Ig Ig 83 409 91 665 1,571 165 166 625 522 LOS: D V/C: 0.85		Ig Ig 460 1,654 182 382 1,290 107 102 1,824 737 LOS: E V/C: 0.95		Ig Ig 98 317 86 674 1,640 165 157 710 503 LOS: D V/C: 0.86		Ig Ig 475 1,649 175 410 1,362 108 105 1,926 713 LOS: E V/C: 0.99		Ov In 15 (92) (82) 9 69 0 0 0 0 (9) 85 (16) (9) (9) LOS: C V/C: 0.85		Ov In 15 (5) (7) 81 102 3 28 72 0 (24) (63) (27) LOS: C V/C: 0.95	
58 Foothills Bl & Pleasant Grove Bl				58 Foothills Bl & Pleasant Grove Bl				58 Foothills Bl & Pleasant Grove Bl			
In In 10 1,210 9 46 2 4 35 19 1,837 LOS: A V/C: 0.53		In In 50 2,182 28 33 0 23 23 44 1,947 LOS: B V/C: 0.61		In In 10 1,206 9 46 2 4 36 19 1,777 LOS: A V/C: 0.52		In In 51 2,095 29 33 0 23 23 44 1,876 LOS: A V/C: 0.59		Ov In 0 (4) (4) 0 0 0 0 0 0 0 0 1 LOS: C V/C: 0.53		Ov In 1 (87) (85) 0 0 0 0 0 0 (1) 0 0 LOS: C V/C: 0.61	
59 Foothills Blvd & Rand/Pilgrims				59 Foothills Blvd & Rand/Pilgrims				59 Foothills Blvd & Rand/Pilgrims			
Ig Ig 43 1,646 126 111 273 205 37 46 167 LOS: B V/C: 0.64		Ig Ig 101 2,142 74 96 80 147 125 347 185 LOS: C V/C: 0.78		Ig Ig 42 1,779 132 123 276 197 38 45 167 LOS: B V/C: 0.64		Ig Ig 101 2,155 80 96 78 141 119 342 185 LOS: C V/C: 0.81		Ov In (1) 133 6 12 3 (8) 0 9 13 LOS: C V/C: 0.64		Ov In 0 13 6 0 0 (2) (11) 140 52 LOS: C V/C: 0.78	
60 Foothills Bl & Vineyard Rd				60 Foothills Bl & Vineyard Rd				60 Foothills Bl & Vineyard Rd			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
38 1,794 177 116 4 52 4 1 11 1 17 1,490 50 11 1 1 1 1 1 1 1 1 1 1 1 1 1		154 1,853 305 245 68 307 258 54 123 1 75 1,844 151 123 1 1 1 1 1 1 1 1 1 1 1 1 1		38 1,808 181 112 4 55 5 1 11 1 18 1,492 49 11 1 1 1 1 1 1 1 1 1 1 1 1 1		154 1,834 299 244 68 307 256 54 123 1 75 1,852 151 123 1 1 1 1 1 1 1 1 1 1 1 1 1		0 14 4 (4) 0 3 1 2 (1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0 (19) (6) (3) 0 (25) 0 8 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
N/S	Protected	LOS: A		N/S	Protected	LOS: B		N/S	Protected	LOS: B	
E/W	Split Phase	V/C: 0.43		E/W	Split Phase	V/C: 0.66		E/W	Split Phase	V/C: 0.66	
61 Galleria & Antelope Creek				61 Galleria & Antelope Creek				61 Galleria & Antelope Creek			
16 1,594 11 8 0 3 111 0 95 1 17 1,618 3 111 0 95 1 1 1 1 1 1 1 1 1 1 1		254 1,933 15 1 1 2 88 0 139 1 165 1,571 1 139 1 1 1 1 1 1 1 1 1 1 1 1 1		16 1,600 11 8 0 3 109 0 96 1 18 1,612 3 109 0 96 1 1 1 1 1 1 1 1 1 1 1		260 1,916 15 1 1 2 88 0 138 1 159 1,596 1 138 1 1 1 1 1 1 1 1 1 1 1 1 1		0 6 0 0 0 0 6 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		6 (17) 0 0 0 (11) 0 19 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
N/S	Protected	LOS: B		N/S	Protected	LOS: D		N/S	Protected	LOS: D	
E/W	Split Phase	V/C: 0.65		E/W	Split Phase	V/C: 0.84		E/W	Split Phase	V/C: 0.83	
62 Galleria & Berry				62 Galleria & Berry				62 Galleria & Berry			
172 624 1,015 562 1,444 49 265 1,058 594 1 17 1,015 47 265 1 1 1 1 1 1 1 1 1 1 1 1 1		326 945 1,102 652 1,973 227 624 1,662 852 1 580 1,571 30 624 1 1 1 1 1 1 1 1 1 1 1 1 1		172 638 1,018 551 1,444 47 281 1,084 591 1 17 1,018 47 281 1 1 1 1 1 1 1 1 1 1 1 1 1		336 983 1,036 648 1,989 226 618 1,706 811 1 592 1,596 31 618 1 1 1 1 1 1 1 1 1 1 1 1 1		0 14 3 (11) 0 (13) 17 16 26 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		10 38 (66) 11 16 (18) 0 29 12 1</	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project			2025 CIP Plus Project			2025 Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
In 959811 7228 2139 In N/S Protected LOS: A E/W Permitted V/C: 0.34		In 1051,12325 457104 1221678 In N/S Protected LOS: B E/W Permitted V/C: 0.63	In 959911 7228 21389118 In N/S Protected LOS: A E/W Permitted V/C: 0.35		In 1051,09525 457103 1231677 In N/S Protected LOS: B E/W Permitted V/C: 0.62	000 100 020 002 + 211.3%		0(28)0 (1)0 1670 (1) - (23)-0.9%
67 Harding Bl & Roseville Square			67 Harding Bl & Roseville Square			67 Harding Bl & Roseville Square		
Ov 4117267 172238 712 9695916 Ov N/S Permitted LOS: A E/W Protected V/C: 0.55		Ov 7510127 2801,144 2621 38748 Ov N/S Permitted LOS: A E/W Protected V/C: 0.49	Ov 3917347 154247 581 1,0785913 Ov N/S Permitted LOS: B E/W Protected V/C: 0.64		Ov 549156 4111,106 2313 43358 Ov N/S Permitted LOS: A E/W Protected V/C: 0.50	(2)080 (10)9 78(1) (13)109(3) + 1638.8%		(21)(1)29 85(38) 7(8) (3)46(2) + 1286.1%
68 Junction & Stonecrest/Magenta			68 Junction & Stonecrest/Magenta			68 Junction & Stonecrest/Magenta		
In 000 0195 0101 996750133 Ov N/S Permitted LOS: A E/W Protected V/C: 0.45		In 000 01,435 0240 05903675 Ov N/S Permitted LOS: A E/W Protected V/C: 0.50	In 000 0207 0100 1,256730119 Ov N/S Permitted LOS: A E/W Protected V/C: 0.53		In 000 01,614 0202 57736073 Ov N/S Permitted LOS: A E/W Protected V/C: 0.56	000 1112 (1) (16)(14) + 25515.5%		000 141179 (38) (2)(2) + 1255.2%
69 Junction Bl & Americana Dr			69 Junction Bl & Americana Dr			69 Junction Bl & Americana Dr		
Ov 382049 48866 8611,4150 000 In N/S Permitted LOS: B E/W Protected V/C: 0.61		Ov 1,147062 1001,270 4391,2840 000 In N/S Permitted LOS: C E/W Protected V/C: 0.81	Ov 418043 44996 9811,4700 000 In N/S Permitted LOS: B E/W Protected V/C: 0.69		Ov 1,131052 971,317 5211,3480 000 In N/S Permitted LOS: D E/W Protected V/C: 0.82	360(6) 126(4)130 12000 555210 + 3319.1%		(16)0(10) 4447 (26)0 8200 + 1643.8%
70 Junction Bl & Baseline Rd			70 Junction Bl & Baseline Rd			70 Junction Bl & Baseline Rd		
In 141209128 79196 19820 644210 In N/S Protected LOS: C E/W Protected V/C: 0.70		In 5917541 471,004 28188 32219560 In N/S Protected LOS: B E/W Protected V/C: 0.66	In 141208128 79196 18634 852200257 In N/S Protected LOS: C E/W Protected V/C: 0.74		In 509341 471,155 31219 38219059 In N/S Protected LOS: B E/W Protected V/C: 0.66	0(1)0 14014 (12)1 (36)(84)47 + 1345.9%		(9)(82)0 182151 (91)31 3(3)(5)(1) + 1667.0%
71 Junction Bl & Country Club Dr			71 Junction Bl & Country Club Dr			71 Junction Bl & Country Club Dr		
Ov 1649121 54356 4574 1,1929292 Ov N/S Protected LOS: B E/W Protected V/C: 0.61		Ov 19447 701,443 2892 479543 Ov N/S Protected LOS: A E/W Protected V/C: 0.55	Ov 2249115 53345 4674 1,3769292 Ov N/S Protected LOS: B E/W Protected V/C: 0.67		Ov 22444 621,525 3695 550543 Ov N/S Protected LOS: A E/W Protected V/C: 0.58	60(6) (12)(11) 0 (5)0 + 1687.9%		3(3) 7782 03 (1)0 + 1496.6%
72 Junction Bl & Park Regency Dr			72 Junction Bl & Park Regency Dr			72 Junction Bl & Park Regency Dr		

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 6 251 71 3 1,083 25 4 48 14 160 Ov 7 11 59 7 3 1,083 25 4 48 14 160 Ov Split Phase LOS: A V/C: 0.54		In 17 1,609 172 38 580 107 4 35 14 112 Ov 25 9 11 25 38 580 107 4 35 14 112 Ov Split Phase LOS: B V/C: 0.63		In 6 246 71 3 1,243 19 4 46 14 139 Ov 7 12 58 7 3 1,243 19 4 46 14 139 Ov Split Phase LOS: A V/C: 0.58		In 15 1,715 157 37 615 104 4 24 16 120 Ov 24 9 11 24 37 615 104 4 24 16 120 Ov Split Phase LOS: B V/C: 0.66		0 1 (1) (5) 0 0 160 65 (2) (23) (21) 0 1 (1) (5) 0 0 160 65 (2) (23) (21) + 126 7.2%		(1) 0 89 106 (1) (1) 35 15 (11) 2 8 (1) 0 89 106 (1) (1) 35 15 (11) 2 8 + 118 4.3%	
73 Junction Bl & Porter Dr				73 Junction Bl & Porter Dr				73 Junction Bl & Porter Dr			
In 31 251 0 13 1,060 0 0 0 0 0 In 14 0 73 1 13 1,060 0 0 0 0 0 In Permitted LOS: A V/C: 0.41		In 74 1,353 0 9 460 0 0 0 0 0 In 8 0 153 1 9 460 0 0 0 0 0 In Permitted LOS: A V/C: 0.59		In 27 265 0 13 1,319 0 0 0 0 0 In 14 0 72 1 13 1,319 0 0 0 0 0 In Permitted LOS: A V/C: 0.50		In 73 1,533 0 10 524 0 0 0 0 0 In 8 0 77 1 10 524 0 0 0 0 0 In Permitted LOS: B V/C: 0.60		0 14 (4) 0 0 0 259 65 0 0 0 0 14 (4) 0 0 0 259 65 0 0 0 + 268 18.6%		(1) 180 0 1 0 0 64 59 0 0 0 (76) 0 179 180 0 0 64 59 0 0 0 + 168 8.2%	
74 Junction Bl & Revere Dr				74 Junction Bl & Revere Dr				74 Junction Bl & Revere Dr			
In 3 2 7 592 2 735 170 884 0 0 In 141 508 1 592 2 735 170 884 0 0 In Protected LOS: A V/C: 0.52		In 3 4 3 331 2 322 908 584 1 1 In 861 1,034 3 331 2 322 908 584 1 1 In Protected LOS: E V/C: 0.91		In 3 2 7 608 2 861 170 866 0 0 In 140 501 1 608 2 861 170 866 0 0 In Protected LOS: A V/C: 0.51		In 3 4 3 336 2 364 1,020 546 1 1 In 843 1,018 3 336 2 364 1,020 546 1 1 In Protected LOS: E V/C: 0.94		(1) 0 0 0 0 0 16 0 0 0 126 (7) 0 0 0 0 0 16 0 0 0 126 + 116 3.8%		(18) 0 0 0 0 0 5 0 112 74 0 (16) 0 0 0 0 0 5 0 112 74 0 + 87 2.1%	
75 Junction Bl & Washington Bl				75 Junction Bl & Washington Bl				75 Junction Bl & Washington Bl			
In 132 247 35 947 637 37 34 491 108 lg 130 266 186 947 637 37 34 491 108 lg Protected LOS: B V/C: 0.65		In 182 763 228 424 204 31 46 412 60 lg 957 377 154 424 204 31 46 412 60 lg Protected LOS: B V/C: 0.60		In 146 244 41 970 789 37 28 262 128 lg 123 135 179 970 789 37 28 262 128 lg Protected LOS: A V/C: 0.57		In 170 1,026 133 425 270 28 46 207 58 lg 763 327 171 425 270 28 46 207 58 lg Protected LOS: B V/C: 0.63		(7) 14 (3) 6 23 152 0 52 (6) (215) 20 (131) 0 0 0 23 152 0 52 (6) (215) 20 - (168) -5.2%		(12) 263 (95) 1 0 (207) 66 19 0 (205) (2) (194) 0 156 263 0 0 66 19 0 0 (2) - (214) -5.6%	
76 Junction Bl & Woodcreek Oaks Bl				76 Junction Bl & Woodcreek Oaks Bl				76 Junction Bl & Woodcreek Oaks Bl			
In 77 322 70 192 570 305 470 348 106 Ov 87 491 87 192 570 305 470 348 106 Ov Protected LOS: A V/C: 0.52		In 117 609 201 205 624 611 491 592 120 Ov 181 775 151 205 624 611 491 592 120 Ov Protected LOS: C V/C: 0.74		In 77 317 70 202 579 312 460 336 109 Ov 86 490 87 202 579 312 460 336 109 Ov Protected LOS: A V/C: 0.52		In 119 625 198 206 595 632 484 593 123 Ov 183 765 154 206 595 632 484 593 123 Ov Protected LOS: C V/C: 0.75		(1) 0 (5) (5) 0 10 9 92 (10) (19) 3 (2) 0 0 0 10 9 92 (10) (19) 3 + 0 0.0%		2 16 (3) 1 (3) 1 3 (7) 1 3 (10) 0 15 16 0 0 1 3 0 0 3 + 0 0.0%	
77 Lead Hill Bl & N Sunrise Av				77 Lead Hill Bl & N Sunrise Av				77 Lead Hill Bl & N Sunrise Av			
In 25 148 19 42 309 262 343 565 64 lg 81 252 26 42 309 262 343 565 64 lg Protected LOS: A V/C: 0.43		In 82 426 196 78 284 462 319 518 129 lg 104 690 4 78 284 462 319 518 129 lg Protected LOS: B V/C: 0.64		In 25 150 19 43 312 269 337 564 65 lg 81 246 19 43 312 269 337 564 65 lg Protected LOS: A V/C: 0.43		In 83 430 192 78 245 486 332 526 131 lg 104 685 10 78 245 486 332 526 131 lg Protected LOS: B V/C: 0.63		0 2 2 0 1 3 7 (6) (1) 1 (13) 0 0 0 1 3 7 (6) (1) 1 - (6) -0.3%		1 4 (4) 0 23 8 2 (39) (5) 13 0 0 0 0 23 8 2 (39) (5) 13 + 10 0.3%	
78 Lead Hill Bl & Rocky Ridge Dr				78 Lead Hill Bl & Rocky Ridge Dr				78 Lead Hill Bl & Rocky Ridge Dr			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 0 0 0 0 522 42 584 48 Ov		In 0 0 0 0 789 133 751 124 Ov		In 0 0 0 0 518 41 595 49 Ov		In 0 0 0 0 806 133 733 124 Ov		0 (5) (4) 0 (1) 11 21 0 0 0 0		0 17 17 0 0 (18) (81) (2) 0 0 2	
N/S Permitted LOS: A	E/W Protected V/C: 0.25	N/S Permitted LOS: A	E/W Protected V/C: 0.41	N/S Permitted LOS: A	E/W Protected V/C: 0.25	N/S Permitted LOS: A	E/W Protected V/C: 0.40	+ 7	0.6%	- (1)	-0.1%
79 Lead Hill Bl & Wal-Mart				79 Lead Hill Bl & Wal-Mart				79 Lead Hill Bl & Wal-Mart			
Ov 82 502 215 8 75 84 6 16 Ov		Ov 122 749 237 20 150 220 14 92 Ov		Ov 82 502 220 8 76 84 6 16 Ov		Ov 123 740 236 20 151 219 14 657 Ov		0 5 1 0 1 (3) 5 0 0 0 1 (4)		1 (9) (1) 0 1 (9) ε (1) 4 1 1	
N/S Protected LOS: A	E/W Split Phase V/C: 0.36	N/S Protected LOS: A	E/W Split Phase V/C: 0.53	N/S Protected LOS: A	E/W Split Phase V/C: 0.36	N/S Protected LOS: A	E/W Split Phase V/C: 0.53	+ 3	0.2%	- (5)	-0.2%
80 N Sunrise Av & Automall Dr				80 N Sunrise Av & Automall Dr				80 N Sunrise Av & Automall Dr			
In 0 593 302 0 58 0 493 6 In		In 0 852 398 0 44 0 742 83 In		In 0 583 305 0 58 0 490 6 In		In 0 813 411 0 50 0 734 80 In		0 (10) 3 0 (13) 0 0 (3) (3) 0 (7) 0 0		0 (39) 13 0 4 0 (26) 0 (11) 0 6 (8) (3)	
N/S Protected LOS: A	E/W Protected V/C: 0.44	N/S Protected LOS: B	E/W Protected V/C: 0.60	N/S Protected LOS: A	E/W Protected V/C: 0.43	N/S Protected LOS: B	E/W Protected V/C: 0.60	- (23)	-1.4%	- (33)	-1.4%
81 N Sunrise Av & Stone Point Dr				81 N Sunrise Av & Stone Point Dr				81 N Sunrise Av & Stone Point Dr			
In 18 539 235 3 36 15 2 17 Ov		In 75 1,233 248 14 154 97 23 77 Ov		In 18 543 236 2 35 15 2 17 Ov		In 75 1,240 248 14 152 98 21 75 Ov		0 4 1 0 (3) (1) (1) 0 1 (18) 0 0 (19) 0		0 7 0 1 (9) (2) (7) 1 (2) (6) (2) 0 0 (3) (2)	
N/S Protected LOS: A	E/W Split Phase V/C: 0.48	N/S Protected LOS: B	E/W Split Phase V/C: 0.63	N/S Protected LOS: A	E/W Split Phase V/C: 0.48	N/S Protected LOS: B	E/W Split Phase V/C: 0.62	- (16)	-0.8%	- (4)	-0.1%
82 N. Sunrise & Sierra Gardens				82 N. Sunrise & Sierra Gardens				82 N. Sunrise & Sierra Gardens			
In 6 2 13 4 23 1 152 23 In		In 8 1 6 15 10 3 497 14 In		In 6 2 13 4 23 1 151 23 In		In 8 1 6 15 231 10 3 490 14 In		0 7 7 0 0 0 0 0 0 (1) (1) 0		0 2 2 0 0 0 (7) (4) 0 0 0 0 0 0	
N/S Split Phase LOS: A	E/W Protected V/C: 0.12	N/S Split Phase LOS: A	E/W Protected V/C: 0.20	N/S Split Phase LOS: A	E/W Protected V/C: 0.13	N/S Split Phase LOS: A	E/W Protected V/C: 0.20	+ 6	1.2%	- (5)	-0.6%
83 Olympus Dr & Europa St				83 Olympus Dr & Europa St				83 Olympus Dr & Europa St			
In 35 0 68 172 235 8 688 10 In		In 223 0 126 65 590 5 79 332 2 In		In 36 0 67 130 229 8 178 679 10 In		In 223 0 128 62 589 5 83 336 2 In		1 (1) (4) 0 (10) 0 6 0 0 (9) (ε) 0 0		0 2 2 4 0 0 4 8 0 0 0 0 0 0	
N/S Protected LOS: A	E/W Protected V/C: 0.30	N/S Protected LOS: A	E/W Protected V/C: 0.44	N/S Protected LOS: A	E/W Protected V/C: 0.30	N/S Protected LOS: A	E/W Protected V/C: 0.44	- (13)	-1.0%	+ 6	0.4%
84 PFE & Hilltop				84 PFE & Hilltop				84 PFE & Hilltop			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 155 1,008 48 43 174 159 Ov LOS: A V/C: 0.56		Ov 181 1,034 151 202 349 649 Ov LOS: E V/C: 0.96		Ov 149 1,020 47 46 174 161 Ov LOS: A V/C: 0.55		Ov 162 1,028 149 200 345 632 Ov LOS: E V/C: 0.96		(6) 12 (1) 3 0 2 (5) (18) (34) 25		(19) (6) (2) 20 53 5 16 (27) (62) (2) 5 9 16	
85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway			
Ig 6 1,205 15 23 299 538 Ig LOS: C V/C: 0.73		Ig 5 1,133 26 28 300 629 Ig LOS: D V/C: 0.86		Ig 29 1,181 12 60 616 303 Ig LOS: C V/C: 0.77		Ig 63 1,013 24 54 402 288 Ig LOS: D V/C: 0.90		(23) (24) (3) 37 317 (235) (3) 0 68 257 (389) (85) 40		(58) (120) (2) 367 347 24 (62) (51) 309 (64) (612) (320) 26 102 (341)	
86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont			
Ig 9 6 128 19 2,315 15 Ig LOS: B V/C: 0.68		Ig 16 17 66 9 2,306 10 Ig LOS: C V/C: 0.76		Ig 9 6 128 19 2,410 15 Ig LOS: C V/C: 0.70		Ig 15 18 65 5 2,367 10 Ig LOS: C V/C: 0.79		0 0 0 0 95 0 (16) 44 60 0 (1) (1) (4) (344) (85) 2 37 3 0		(1) 1 (1) (1) 41 0 37 0 (64) (612) (320) 26 102 (341)	
87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy			
Ov 8 959 54 14 18 46 In LOS: A V/C: 0.34		Ov 25 976 96 14 14 35 In LOS: A V/C: 0.56		Ov 8 967 53 14 18 46 In LOS: A V/C: 0.34		Ov 25 940 96 14 14 35 In LOS: A V/C: 0.56		0 8 (1) 7 0 0 0 (3) 0 (4) 12 (36) (31) (43) 1 0 0 0		0 (36) 0 (36) 0 0 0 14 0 14 (6) (3) (3) (8) (309) (171) 8 131 (11)	
88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park			
Ov 30 7 91 52 482 3 Ov LOS: A V/C: 0.29		Ov 32 4 89 19 600 8 Ov LOS: A V/C: 0.28		Ov 21 152 79 50 301 9 Ov LOS: A V/C: 0.40		Ov 40 135 78 15 257 12 Ov LOS: A V/C: 0.52		(9) 145 (12) 124 (2) (181) 6 (5) 492 145 343 (8) (309) (171) 4 4 4		8 131 (11) 128 (4) (343) 4 (5) 416 151 262 (21) (214) (393) 3 3 3	
89 Pleasant Grove & Market				89 Pleasant Grove & Market				89 Pleasant Grove & Market			
In 52 0 84 45 1,456 0 In LOS: A V/C: 0.54		In 32 0 41 50 1,132 0 In LOS: B V/C: 0.67		In 59 0 53 53 1,762 0 In LOS: B V/C: 0.62		In 43 0 36 60 1,452 0 In LOS: C V/C: 0.77		7 0 (31) 8 306 0 (24) 267 272 0 0 0 (5) (34) (235) 269 0 0 0		11 0 (5) 6 320 0 (5) 235 269 0 0 0 (18.3%)	
90 Pleasant Grove & Michener				90 Pleasant Grove & Michener				90 Pleasant Grove & Michener			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 12514 4871856 266974 Ov LOS: A V/C: 0.30		Ov 352323 3489493 179045 632 Ov LOS: A V/C: 0.40		Ov 12817 4943345 2673710 43052 Ov LOS: A V/C: 0.32		Ov 343624 1689665 176579 151520 Ov LOS: A V/C: 0.35		033 (295)(285)(11) 05(10)9(24) - (259) -15.4%		(1)131(44)2(28) 00(1)7(12) - (269) -13.0%	
91 Pleasant Grove & Monument				91 Pleasant Grove & Monument				91 Pleasant Grove & Monument			
In 5030 77530 914480 In LOS: A V/C: 0.50		In 22064 861,7680 91,1150 In LOS: B V/C: 0.68		In 7028 51,0350 101,7640 In LOS: B V/C: 0.61		In 23059 822,0520 121,4500 In LOS: C V/C: 0.77		200 (2)2802820 1316LVE000 + 597 26.5%		100 (4)2802840 333588000 + 614 20.0%	
92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek			
Ig 58728179 210768798 331,431861 Ig LOS: F V/C: 1.02		Ig 401,134448 2321,904902 431,665705 Ig LOS: F V/C: 1.21		Ig 58750184 187804770 341,482904 Ig LOS: F V/C: 1.03		Ig 401,137415 2491,928886 431,713717 Ig LOS: F V/C: 1.20		0225 (15)(23)36(28) 1515670(5) + 107 1.5%		03(33)2524 (30)(16) 0480919(3)(27)5 + 52 0.5%	
93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy			
Ov 210145 677000 21,3050 Ov LOS: A V/C: 0.53		Ov 80139 2661,5290 129810 Ov LOS: B V/C: 0.61		Ov 210125 539990 21,6430 Ov LOS: B V/C: 0.63		Ov 60110 2431,8390 121,3490 Ov LOS: B V/C: 0.69		00 (20)2852990 033888000 + 603 26.9%		(2)00 (29)2873100 (31)3680900 + 624 21.3%	
94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City			
Ig 1111,798172 19231 1677109 Ig LOS: A V/C: 0.52		Ig 2982,36486 1795158 4836419 Ig LOS: D V/C: 0.83		Ig 1091,779170 19232 1667109 Ig LOS: A V/C: 0.52		Ig 2912,36683 1695169 4716431 Ig LOS: D V/C: 0.83		(2)(19)(2) 101 (1)50453 + 27 0.6%		(7)2(3)1011 (12)07213 0012 + 14 0.2%	
95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe			
Ov 26041199 112920158 3271,61858 Ov LOS: D V/C: 0.82		Ov 3641,06098 1892,052470 1581,826170 Ov LOS: D V/C: 0.88		Ov 26240399 131965154 2651,72164 Ov LOS: D V/C: 0.85		Ov 3211,095107 1882,165432 1621,894115 Ov LOS: D V/C: 0.90		2(6)0 601945(4) (62)103LVE6 + 77 1.4%		(43)35974113(38) 46841(14)(22) (55)11 + 64 0.9%	
96 Pleasant Grove & Washington				96 Pleasant Grove & Washington				96 Pleasant Grove & Washington			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 000 000 832 78 2,219 12 In		In 000 000 2,353 290 1,716 212 In		In 000 000 946 74 2,412 11 In		In 000 000 2,605 160 1,844 179 In		000 110 114 (4) (135) 193 (1) (110)		000 122 252 (130) (11) 128 56 (33) (16)	
N/S Permitted	LOS: B	N/S Permitted	LOS: B	N/S Permitted	LOS: B	N/S Permitted	LOS: B	+ 167	4.7%	+ 206	4.3%
E/W Protected	V/C: 0.66	E/W Protected	V/C: 0.62	E/W Protected	V/C: 0.69	E/W Protected	V/C: 0.63				
97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr			
lg 97 500 178 171 1,234 254 lg		lg 278 960 387 115 1,018 183 lg		lg 135 566 175 171 1,550 214 lg		lg 228 820 379 145 1,308 177 lg		38 66 (3) 95 234 (129) 0 316 276 (3) (218) (94) (121)		(50) (140) (8) 191 273 (102) 30 290 314 (77) 55 (180)	
N/S Protected	LOS: B	N/S Protected	LOS: D	N/S Protected	LOS: B	N/S Protected	LOS: D	+ 254	5.1%	+ 105	1.5%
E/W Protected	V/C: 0.64	E/W Protected	V/C: 0.90	E/W Protected	V/C: 0.63	E/W Protected	V/C: 0.85				
98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl			
In 5 251 63 7 2 3 Ov		In 14 1,570 77 12 8 5 Ov		In 5 252 63 7 2 3 Ov		In 14 1,566 76 12 8 6 Ov		0 1 0 0 0 0 0 0		0 (4) (1) 0 0 0 1 7 6 0	
N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: B	- (5)	-0.3%	+ 3	0.1%
E/W Split Phase	V/C: 0.55	E/W Split Phase	V/C: 0.60	E/W Split Phase	V/C: 0.54	E/W Split Phase	V/C: 0.60				
99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr			
In 0 241 26 0 0 0 In		In 0 1,491 155 0 0 0 In		In 0 242 26 0 0 0 In		In 0 1,483 159 0 0 0 In		0 1 0 3 0 1 0 2		0 (8) 4 2 0 1 0 7 6 1	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	- (3)	-0.2%	+ 5	0.2%
E/W Permitted	V/C: 0.52	E/W Permitted	V/C: 0.50	E/W Permitted	V/C: 0.52	E/W Permitted	V/C: 0.50				
100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr			
lg 3 247 48 6 26 34 Ov		lg 31 1,352 46 6 21 50 Ov		lg 3 248 54 6 26 34 Ov		lg 31 1,345 46 6 21 50 Ov		0 1 6 0 0 0 0 0		0 (7) 0 (1) 0 0 4 5 (1)	
N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: B	+ 1	0.1%	+ 0	0.0%
E/W Split Phase	V/C: 0.58	E/W Split Phase	V/C: 0.67	E/W Split Phase	V/C: 0.58	E/W Split Phase	V/C: 0.67				
101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr			
In 3 34 66 21 147 0 In		In 30 247 46 26 249 0 In		In 3 34 53 21 147 0 In		In 30 258 46 26 249 0 In		0 0 0 (13) 0 0 0 0		0 0 11 0 0 0 0 0	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	- (13)	-3.0%	+ 11	1.3%
E/W Protected	V/C: 0.09	E/W Protected	V/C: 0.27	E/W Protected	V/C: 0.09	E/W Protected	V/C: 0.28				
102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 000 000 1,79673 000 1,84488 In N/S Protected LOS: A E/W Protected V/C: 0.54		In 000 000 1,875347 000 2,20854 In N/S Protected LOS: C E/W Protected V/C: 0.78		In 000 000 1,80173 000 1,879115 In N/S Protected LOS: A E/W Protected V/C: 0.55		In 000 000 1,858385 000 2,20357 In N/S Protected LOS: C E/W Protected V/C: 0.81		000 000 550 (2)(2)1 3545 (1)(3) + 370.9%		000 000 2138 4001 (5)(6)(4) + 160.3%	
103 Roseville Parkway & Chase				103 Roseville Parkway & Chase				103 Roseville Parkway & Chase			
Ov 68277 4281,804 10651 1,9143 2304 In N/S Split Phase LOS: A E/W Protected V/C: 0.52		Ov 2985253 2882,366 9740 2,70614 7311 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.79		Ov 67277 4261,793 10851 1,9413 2394 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.52		Ov 3035249 2952,373 9440 2,68614 7311 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.80		(1)00 (13)(11)0 20000 2762000 000 + 150.3%		500 (4)7 10 (3)7 (20)000 (4)000 - (8)-0.1%	
104 Roseville Parkway & Creekside Ridge				104 Roseville Parkway & Creekside Ridge				104 Roseville Parkway & Creekside Ridge			
Ov 2484413 9281,595 2305 1,7317 81019 In N/S Permitted LOS: D E/W Protected V/C: 0.88		Ov 29331,106 6841,903 19315 2,0905 3211 In N/S Permitted LOS: D E/W Protected V/C: 0.84		Ov 2494412 9231,598 2385 1,7587 81019 In N/S Permitted LOS: D E/W Protected V/C: 0.88		Ov 29431,101 6931,923 18215 2,0965 3211 In N/S Permitted LOS: D E/W Protected V/C: 0.84		100 (1)3 (2)0 8000 2758000 + 330.6%		100 (5)9 (2)20 (11)0 6000 (6)000 + 200.3%	
105 Roseville Parkway & Gibson				105 Roseville Parkway & Gibson				105 Roseville Parkway & Gibson			
Ov 39099 834 1,848310 30099 2,176111 366114 Ig N/S Protected LOS: C E/W Protected V/C: 0.76		Ov 1960218 3530 2,449257 6930 2,33597 712294 Ig N/S Protected LOS: E E/W Protected V/C: 0.91		Ov 42096 832 1,845304 30496 2,179119 367116 Ig N/S Protected LOS: C E/W Protected V/C: 0.75		Ov 2270186 3530 2,460245 6730 2,300101 730303 Ig N/S Protected LOS: E E/W Protected V/C: 0.92		300 (3)0 (11)2 40 (16)8 (26)2 - (19)-0.3%		310 (32)11 (1)12 (2)0 (35)4 (61)9 - (32)-0.4%	
106 Roseville Parkway & N. Sunrise				106 Roseville Parkway & N. Sunrise				106 Roseville Parkway & N. Sunrise			
Ig 2218 172,266 13271 1,89695 10780 224 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.53		Ig 8015310 982,200 35263 2,895206 16086 262 Ig N/S Split Phase LOS: C E/W Protected V/C: 0.80		Ig 2218 172,264 13271 1,910195 10678 252 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.53		Ig 801768 982,243 35256 2,894210 16285 262 Ig N/S Split Phase LOS: C E/W Protected V/C: 0.81		000 (2)0 (2)0 026 1451 (2)28 + 370.7%		0230 (2)36 43 21 (7)3 4 (1)0 + 610.9%	
107 Roseville Parkway & Reserve				107 Roseville Parkway & Reserve				107 Roseville Parkway & Reserve			
Ov 483088 831,677 3370 1,8702 200 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.55		Ov 4420114 1342,124 6107 1,8502 200 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.74		Ov 482088 831,660 3380 1,8732 200 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.55		Ov 4440114 1342,121 6057 1,8332 200 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.74		(1)00 (17)(17)0 10000 34000 000 - (14)-0.3%		200 (3)0 (3)0 (5)0 (17)(62)0 000 - (23)-0.4%	
108 Roseville Parkway & Secret Ravine				108 Roseville Parkway & Secret Ravine				108 Roseville Parkway & Secret Ravine			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
124 127 574 189 1,841 54 181 1,906 119 LOS: D V/C: 0.89		133 361 501 222 2,364 374 743 2,184 222 LOS: D V/C: 0.83		118 132 568 196 1,863 53 180 1,872 128 LOS: D V/C: 0.88		140 366 491 223 2,369 346 756 2,177 236 LOS: D V/C: 0.82		(6) 5 (7) 7 82 (1) (26) (34) 9 + 0 0.0%		7 5 (10) 2 1 (27) 20 (7) 14 - (3) 0.0%	
109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor			
61 1 16 30 2,023 7 24 2,412 10 LOS: A V/C: 0.47		164 1 90 163 3,048 41 83 2,395 34 LOS: A V/C: 0.59		61 1 16 38 2,042 7 24 2,410 10 LOS: A V/C: 0.47		146 1 90 165 3,047 41 83 2,442 34 LOS: A V/C: 0.59		0 0 0 8 19 0 (2) (1) 0 + 24 0.5%		(18) 0 0 2 (1) 0 47 0 0 + 30 0.5%	
110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall			
0 1,737 127 0 1,498 0 276 183 47 LOS: A V/C: 0.54		0 1,782 118 0 2,136 0 82 77 156 LOS: B V/C: 0.61		0 1,739 127 0 1,482 0 276 183 47 LOS: A V/C: 0.54		0 1,766 117 0 2,134 0 82 77 156 LOS: B V/C: 0.60		0 2 0 0 0 0 (2) (16) 0 - (14) -0.4%		(16) 0 0 0 0 0 (2) (2) 0 - (19) -0.4%	
111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr			
3 382 77 5 306 180 425 582 83 LOS: A V/C: 0.52		37 800 528 37 513 84 117 416 198 LOS: C V/C: 0.70		3 391 77 5 313 172 454 557 84 LOS: A V/C: 0.53		37 928 387 37 388 86 120 430 189 LOS: C V/C: 0.75		0 9 0 6 7 46 (25) (58) (8) + 7 0.2%		0 128 (141) 0 132 (125) 8 (3) 14 - (7) -0.2%	
112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd			
68 1,741 23 30 11 148 48 19 10 LOS: B V/C: 0.60		59 1,859 11 150 257 8 11 13 5 LOS: B V/C: 0.65		68 1,743 23 30 11 148 48 19 10 LOS: B V/C: 0.60		60 1,853 11 150 27 256 11 13 5 LOS: B V/C: 0.65		0 2 0 0 0 0 (29) (31) 0 - (27) -0.7%		(6) 0 0 0 (1) 0 (5) (1) 0 - (6) -0.1%	
113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto			
0 0 0 0 0 73 1,013 26 105 LOS: A V/C: 0.41		0 0 0 0 58 52 985 105 105 LOS: A V/C: 0.49		0 0 0 0 0 71 1,003 26 103 LOS: A V/C: 0.41		0 0 0 0 58 53 973 103 103 LOS: A V/C: 0.50		(10) (10) 0 1 0 (2) (14) (12) (2) - (9) -0.4%			
114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 259 1371 87 134 76 155 Ov 63 3 11 93 1,543 79 LOS: A V/C: 0.55		In 4 1,852 310 109 196 133 Ov 191 22 32 28 1,502 125 LOS: B V/C: 0.61		In 258 1,372 87 134 75 155 Ov 61 3 10 93 1,515 80 LOS: A V/C: 0.55		In 4 1,838 315 106 186 133 Ov 192 20 33 28 1,503 123 LOS: B V/C: 0.61		(1) 0 0 0 (1) 0 (3) 0 (27) 0 (28) 1 LOS: B V/C: 0.61		0 (14) 5 (9) 0 1 (3) (10) 0 (1) 0 (2) LOS: B V/C: 0.61	
115 Roseville Pw & Olympus Dr				115 Roseville Pw & Olympus Dr				115 Roseville Pw & Olympus Dr			
Ov 212 1,712 0 116 0 88 In 0 0 0 134 1,423 0 LOS: A V/C: 0.46		Ov 243 1,616 0 360 0 320 In 0 0 0 107 1,897 0 LOS: B V/C: 0.60		Ov 211 1,715 0 115 0 88 In 0 0 0 118 1,408 0 LOS: A V/C: 0.46		Ov 243 1,600 0 359 0 330 In 0 0 0 107 1,895 0 LOS: B V/C: 0.61		(1) 3 2 (1) 0 0 (1) (16) (31) 0 (15) 0 LOS: B V/C: 0.61		0 (16) 0 (16) 0 0 (1) 6 0 (2) 0 0 LOS: B V/C: 0.61	
116 Roseville Pw & Rocky Ridge Dr				116 Roseville Pw & Rocky Ridge Dr				116 Roseville Pw & Rocky Ridge Dr			
Ig 134 561 46 129 90 591 Ig 174 364 42 533 1,490 10 LOS: A V/C: 0.53		Ig 81 1,717 219 113 771 708 Ig 65 214 45 107 1,259 31 LOS: C V/C: 0.81		Ig 134 556 45 128 91 606 Ig 181 345 42 543 1,469 10 LOS: A V/C: 0.52		Ig 78 1,727 204 112 411 688 Ig 66 213 44 761 1,265 31 LOS: D V/C: 0.82		0 (5) (1) (6) 0 0 (1) 5 15 (11) (21) 0 LOS: D V/C: 0.82		(3) 10 (15) (8) 1 (1) (1) 34 (10) (4) 6 0 LOS: D V/C: 0.82	
117 Roseville Pw & Sierra College Bl				117 Roseville Pw & Sierra College Bl				117 Roseville Pw & Sierra College Bl			
In 18 729 1 21 5 119 In 5 2 50 44 1,241 9 LOS: A V/C: 0.55		In 14 1,400 5 5 6 105 In 1 8 30 100 1,203 18 LOS: B V/C: 0.65		In 18 751 1 21 5 120 In 3 53 60 1,201 9 9 LOS: A V/C: 0.54		In 12 1,370 5 5 7 105 In 1 7 30 107 1,195 19 LOS: B V/C: 0.65		0 22 0 22 0 1 4 1 3 16 (24) (40) LOS: B V/C: 0.65		(2) (30) 0 (32) 0 1 (1) 7 (18) (10) 1 1 LOS: B V/C: 0.65	
118 Roseville Pw & Trestle Rd				118 Roseville Pw & Trestle Rd				118 Roseville Pw & Trestle Rd			
Ov 95 2 21 47 2 31 Ov 18 1,039 6 2 886 45 LOS: A V/C: 0.46		Ov 10 3 16 20 3 83 Ov 27 115 788 32 139 139 LOS: A V/C: 0.52		Ov 95 2 21 46 2 31 Ov 17 1,003 9 2 815 46 LOS: A V/C: 0.45		Ov 11 3 15 22 3 82 Ov 27 114 783 31 137 137 LOS: A V/C: 0.52		0 8 2 10 0 0 0 (1) (1) (34) (36) 3 LOS: A V/C: 0.52		0 (3) 0 (3) 0 1 2 0 1 (1) (5) (1) LOS: A V/C: 0.52	
119 Roseville Pw & Village/Slate Creek				119 Roseville Pw & Village/Slate Creek				119 Roseville Pw & Village/Slate Creek			
Ig 37 495 163 56 528 2 Ig 291 853 117 2 886 45 LOS: B V/C: 0.68		Ig 173 1,126 339 37 1,029 4 Ig 278 854 60 1 420 139 LOS: C V/C: 0.76		Ig 36 499 161 95 551 2 Ig 267 837 113 2 815 46 LOS: B V/C: 0.66		Ig 208 1,092 336 40 1,002 4 Ig 250 860 62 1 418 137 LOS: C V/C: 0.74		(1) 4 (2) 39 23 0 (44) (16) (4) 0 (70) (71) LOS: C V/C: 0.74		35 (34) (3) (2) 3 (27) (20) 6 0 (2) 2 (2) LOS: C V/C: 0.74	
120 Roseville Pw & Washington Bl				120 Roseville Pw & Washington Bl				120 Roseville Pw & Washington Bl			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 50 3 14 15 723 2 251 377 24 78 41 6 In		In 274 79 12 10 623 40 27 833 66 43 6 6 In		In 49 3 14 10 727 2 240 391 24 78 42 6 In		In 257 79 13 10 637 38 34 828 63 43 6 6 In		(1) 0 0 (1) 4 0 (11) 14 0 0 0 0 1 1 0		(17) 0 1 (16) 7 0 (5) 0 0 (3) 0 0 12 14 (2)	
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A
E/W	Protected	V/C: 0.53	E/W	Protected	V/C: 0.55	E/W	Protected	V/C: 0.52	E/W	Protected	V/C: 0.53
121 S Cirby Wy & Champion Oaks Dr				121 S Cirby Wy & Champion Oaks Dr				121 S Cirby Wy & Champion Oaks Dr			
In 0 62 323 264 0 243 0 0 0 539 411 Ov In		In 0 520 315 431 0 469 0 0 0 266 350 Ov In		In 0 67 333 267 0 242 0 0 0 535 408 Ov In		In 0 521 320 436 0 466 0 0 0 273 349 Ov In		0 5 10 2 0 (1) 15 0 0 0 0 0 (7) (4) (3)		0 1 5 2 0 (3) 6 0 0 0 0 0 (1) 6 (1)	
N/S	Protected	LOS: C	N/S	Protected	LOS: C	N/S	Protected	LOS: C	N/S	Protected	LOS: C
E/W	Permitted	V/C: 0.75	E/W	Permitted	V/C: 0.74	E/W	Permitted	V/C: 0.76	E/W	Permitted	V/C: 0.75
122 S Cirby Wy & Old Auburn Rd				122 S Cirby Wy & Old Auburn Rd				122 S Cirby Wy & Old Auburn Rd			
In 175 0 52 27 292 18 65 225 11 7 0 22 In		In 129 0 13 30 300 12 176 439 23 7 1 12 In		In 175 0 52 27 291 18 65 227 11 7 0 23 In		In 128 0 13 30 302 12 176 433 23 7 1 12 In		0 0 0 (1) (1) 0 0 2 0 0 1 1		(1) 0 0 2 2 0 (1) 0 0 0 0 0 0 0 0	
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A
E/W	Protected	V/C: 0.29	E/W	Protected	V/C: 0.33	E/W	Protected	V/C: 0.29	E/W	Protected	V/C: 0.33
123 Secret Ravine & Scarborough/ Poppy Field				123 Secret Ravine & Scarborough/ Poppy Field				123 Secret Ravine & Scarborough/ Poppy Field			
In 50 794 4 1 3 15 93 16 144 82 1,246 0 In		In 64 1,024 2 1 0 0 25 0 49 112 1,002 0 In		In 50 797 4 1 3 15 92 16 144 82 1,244 0 In		In 64 1,013 2 1 0 0 25 0 49 112 1,005 0 In		0 3 0 0 0 0 (1) 3 0 0 0 0 (1) (2) 0		(11) 0 0 0 3 0 0 0 0 0 3 0 (11) 0 0	
N/S	Protected	LOS: A	N/S	Protected	LOS: A	N/S	Protected	LOS: A	N/S	Protected	LOS: A
E/W	Permitted	V/C: 0.52	E/W	Permitted	V/C: 0.45	E/W	Permitted	V/C: 0.52	E/W	Permitted	V/C: 0.45
124 Sierra College & Miners Ravine				124 Sierra College & Miners Ravine				124 Sierra College & Miners Ravine			
Ov 55 674 1 2 1 3 134 1 172 178 1,150 2 Ov		Ov 169 837 1 3 5 3 190 2 238 231 773 3 Ov		Ov 55 676 1 2 1 3 135 1 173 177 1,149 2 Ov		Ov 171 834 1 3 5 3 190 2 230 232 775 3 Ov		0 2 0 0 0 0 1 0 1 (1) (1) 0		(3) 0 0 (1) 0 0 0 0 0 1 3 0 (8) 0 0	
N/S	Protected	LOS: A	N/S	Protected	LOS: B	N/S	Protected	LOS: A	N/S	Protected	LOS: A
E/W	Permitted	V/C: 0.50	E/W	Permitted	V/C: 0.60	E/W	Permitted	V/C: 0.50	E/W	Permitted	V/C: 0.59
125 Sierra College & Secret Ravine				125 Sierra College & Secret Ravine				125 Sierra College & Secret Ravine			
Ig 51 598 247 161 492 12 121 286 20 553 1,201 46 Ig		Ig 217 1,404 304 228 361 46 96 472 590 102 1,141 32 Ig		Ig 52 592 245 83 571 12 113 290 21 482 1,259 46 Ig		Ig 208 1,442 243 225 374 45 96 507 546 105 1,147 32 Ig		1 (6) (2) (78) 79 0 (8) 4 1 (13) 58 0		(9) 38 (61) 9 13 (1) (32) 0 35 (6) 3 6 (44) 0 0	
N/S	Protected	LOS: B	N/S	Protected	LOS: A	N/S	Protected	LOS: B	N/S	Protected	LOS: A
E/W	Protected	V/C: 0.61	E/W	Protected	V/C: 0.56	E/W	Protected	V/C: 0.65	E/W	Protected	V/C: 0.56
126 Sierra College Bl & Eureka Rd				126 Sierra College Bl & Eureka Rd				126 Sierra College Bl & Eureka Rd			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 24 814 49 15 3 30 95 7 120 160 1,264 119 In 15 3 30		In 55 1,457 106 57 4 135 203 12 338 184 1,300 59 In 57 4 135		In 24 806 49 15 3 30 95 7 120 158 1,245 111 In 15 3 30		In 55 1,433 106 57 4 128 203 12 336 181 1,305 59 In 57 4 128		0 (8) 0 0 0 0 (8) (2) (19) (8)		0 (24) 0 0 2 5 0 (7) (7) 0	
N/S Protected	LOS: A	N/S Protected	LOS: C	N/S Protected	LOS: A	N/S Protected	LOS: C				
E/W Split Phase	V/C: 0.46	E/W Split Phase	V/C: 0.80	E/W Split Phase	V/C: 0.45	E/W Split Phase	V/C: 0.79	- (37)	-1.4%	- (31)	-0.8%
127 Sierra College Bl & Indigo Creek Apts				127 Sierra College Bl & Indigo Creek Apts				127 Sierra College Bl & Indigo Creek Apts			
Ov 107 1,034 17 39 63 73 296 60 183 115 1,651 30 Ov 39 63 73		Ov 334 2,094 39 22 138 57 263 91 155 339 1,817 71 Ov 22 138 57		Ov 109 1,040 17 40 60 72 295 58 193 118 1,641 30 Ov 40 60 72		Ov 334 2,078 46 21 135 56 263 92 157 350 1,812 71 Ov 21 135 56		2 6 8 0 0 0 (3) (3) (1) (1) (2) (7) (10) 0		0 (16) 7 0 6 11 5 0 (5) (3) (1) (9) 0 1 2 (5) (6) 0	
N/S Protected	LOS: A	N/S Protected	LOS: C	N/S Protected	LOS: A	N/S Protected	LOS: C	+ 5	0.1%	- (5)	-0.1%
E/W Split Phase	V/C: 0.57	E/W Split Phase	V/C: 0.79	E/W Split Phase	V/C: 0.57	E/W Split Phase	V/C: 0.79				
128 Sierra College Bl & Old Auburn Rd				128 Sierra College Bl & Old Auburn Rd				128 Sierra College Bl & Old Auburn Rd			
Ov 40 875 21 4 9 7 190 8 225 380 1,058 59 Ov 4 9 7		Ov 58 993 4 2 4 14 92 7 265 1,014 1,014 13 Ov 4 9 7		Ov 38 880 21 4 9 7 190 8 225 388 1,058 59 Ov 4 9 7		Ov 58 982 4 2 4 14 90 7 266 1,019 1,019 13 Ov 4 9 7		(2) 5 3 0 0 0 0 8 0 0 0 0 0		0 (11) 0 0 0 0 (11) 0 0 (2) 6 1 5 0 (8) (1) 0	
N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	+ 11	0.4%	- (13)	-0.4%
E/W Permitted	V/C: 0.62	E/W Permitted	V/C: 0.55	E/W Permitted	V/C: 0.63	E/W Permitted	V/C: 0.55				
129 Sierra College Bl & Olympus Dr				129 Sierra College Bl & Olympus Dr				129 Sierra College Bl & Olympus Dr			
Ov 37 844 44 13 295 183 42 132 61 111 801 83 Ov 13 295 183		Ov 45 853 78 15 284 212 71 394 177 307 1,106 265 Ov 15 284 212		Ov 37 854 44 13 291 183 42 135 81 109 809 83 Ov 13 291 183		Ov 45 863 78 15 299 213 71 399 178 311 1,120 265 Ov 15 299 213		0 10 10 0 0 0 (4) (4) 0 3 0 20 (2) 6 8 0 0 0 0		0 10 10 0 16 15 1 18 14 0 10 0 5 9 1 4 14 0	
N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: B	+ 35	1.3%	+ 50	1.3%
E/W Split Phase	V/C: 0.49	E/W Split Phase	V/C: 0.64	E/W Split Phase	V/C: 0.49	E/W Split Phase	V/C: 0.66				
130 Stanford Ranch & Fairway				130 Stanford Ranch & Fairway				130 Stanford Ranch & Fairway			
Ov 24 936 123 60 64 284 5 60 123 112 922 344 Ov 60 64 284		Ov 36 1,086 66 121 120 379 35 85 324 499 1,519 320 Ov 121 120 379		Ov 24 946 143 61 64 281 5 60 123 113 928 327 Ov 61 64 281		Ov 36 1,095 67 125 124 385 35 85 324 494 1,533 315 Ov 125 124 385		0 10 20 0 0 0 (2) 0 (3) 30 0 0 0 1 6 (10) (17) 0 0 0		0 9 1 14 4 6 4 14 (5) (5) 10 0 0 0 0 4 14 0	
N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: B	+ 18	0.6%	+ 28	0.6%
E/W Split Phase	V/C: 0.40	E/W Split Phase	V/C: 0.62	E/W Split Phase	V/C: 0.41	E/W Split Phase	V/C: 0.63				
131 Stanford Ranch & Five Star				131 Stanford Ranch & Five Star				131 Stanford Ranch & Five Star			
Ov 202 783 10 4 27 63 137 15 33 5 824 16 Ov 4 27 63		Ov 274 933 13 18 14 33 318 17 39 23 1,245 31 Ov 18 14 33		Ov 199 793 9 4 27 63 148 16 32 5 833 16 Ov 4 27 63		Ov 289 942 13 17 15 33 320 17 39 23 1,259 31 Ov 17 15 33		(3) 10 (1) 0 0 0 0 9 0 11 1 (1) 0 9 0 (1) 0 0		15 9 24 0 1 0 0 14 0 2 0 0 0 14 0	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	+ 26	1.2%	+ 40	1.4%
E/W Split Phase	V/C: 0.31	E/W Split Phase	V/C: 0.54	E/W Split Phase	V/C: 0.32	E/W Split Phase	V/C: 0.54				
132 Stanford Ranch & Highland Park				132 Stanford Ranch & Highland Park				132 Stanford Ranch & Highland Park			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 43923135 412628 592450 381,61986 In		In 511,7764 621364 381,41763 In		In 41923134 402629 381,60887 In		In 501,7784 621166 391,41363 In		(2) (3) (1) 00 72 0 (10)(11) 1		(1) 20 0 (3)(4) 0	
N/S Protected	LOS: C	N/S Protected	LOS: C	N/S Protected	LOS: C	N/S Protected	LOS: C	- (6)	-0.2%	- (2)	-0.1%
E/W Permitted	V/C: 0.74	E/W Permitted	V/C: 0.74	E/W Permitted	V/C: 0.74	E/W Permitted	V/C: 0.74				
133 Sunrise & Coloma				133 Sunrise & Coloma				133 Sunrise & Coloma			
In 31,3801 21815 5236 192,38728 In		In 1712,2857 25026 02,01160 In		In 11,4191 24813 232,37124 In		In 2072,2617 25031 02,05159 In		(2) 390 373 0 3 (16)(16) (4)		(2) 36(2,4)0 125 044 540 (1)	
N/S Protected	LOS: B	N/S Protected	LOS: D	N/S Protected	LOS: A	N/S Protected	LOS: E	+ 25	0.6%	+ 72	1.4%
E/W Split Phase	V/C: 0.60	E/W Split Phase	V/C: 0.90	E/W Split Phase	V/C: 0.59	E/W Split Phase	V/C: 0.92				
134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington			
In 481,35730 48292 92,38121 In		In 832,36236 511811 92,02937 In		In 481,39630 48292 92,37122 In		In 832,37636 511811 92,206837 In		0390 (2) 39 0 0 (9)(10) 1		0140 0 14 0 039 0	
N/S Protected	LOS: B	N/S Protected	LOS: C	N/S Protected	LOS: B	N/S Protected	LOS: C	+ 28	0.7%	+ 53	1.1%
E/W Permitted	V/C: 0.64	E/W Permitted	V/C: 0.70	E/W Permitted	V/C: 0.64	E/W Permitted	V/C: 0.71				
135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington			
In 01,07890 000 01,69334 In		In 01,72684 000 01,53838 In		In 01,07690 000 01,68534 In		In 01,72785 000 01,53438 In		0(2)0 (1) 0 0 0 (8)(8) 0		011 0 2 0 0 (4)(4) 0	
N/S Protected	LOS: B	N/S Protected	LOS: B	N/S Protected	LOS: B	N/S Protected	LOS: B	- (11)	-0.4%	- (2)	-0.1%
E/W Split Phase	V/C: 0.66	E/W Split Phase	V/C: 0.61	E/W Split Phase	V/C: 0.66	E/W Split Phase	V/C: 0.61				
136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr			
In 042833 000 07282 In		In 0877286 000 081111 In		In 042937 000 07302 In		In 0884283 000 080211 In		014 (14) 0 0 0 22 0		07(3) 1 0 0 0 (9)(9) 0	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	- (7)	-0.5%	- (4)	-0.2%
E/W Protected	V/C: 0.41	E/W Protected	V/C: 0.47	E/W Protected	V/C: 0.40	E/W Protected	V/C: 0.46				
137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr			
In 3539136 455 41,353114 In		In 201,704252 134 383785 In		In 3526142 475 41,330128 In		In 191,659239 14 580484 In		0(13) 6 1 0 0 (9)(23) 14		(1)(45)(13) 15 0 8 0 (34)(33) (1)	
N/S Protected	LOS: B	N/S Protected	LOS: C	N/S Protected	LOS: B	N/S Protected	LOS: C	- (13)	-0.5%	- (78)	-2.3%
E/W Split Phase	V/C: 0.66	E/W Split Phase	V/C: 0.76	E/W Split Phase	V/C: 0.66	E/W Split Phase	V/C: 0.75				
138 Washington & Diamond Oaks				138 Washington & Diamond Oaks				138 Washington & Diamond Oaks			

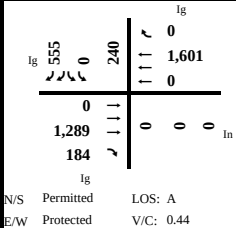
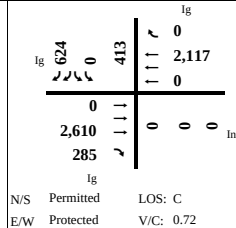
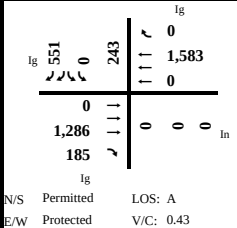
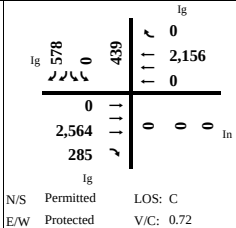
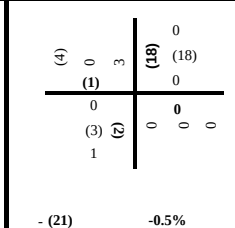
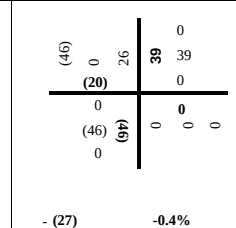
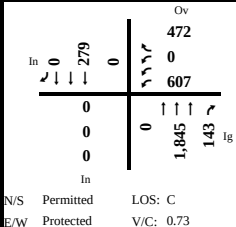
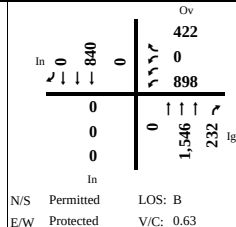
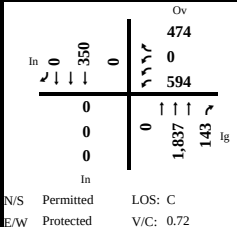
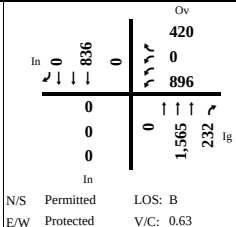
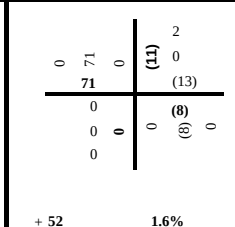
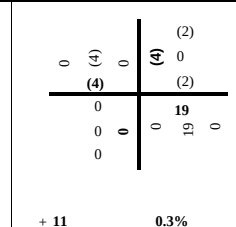
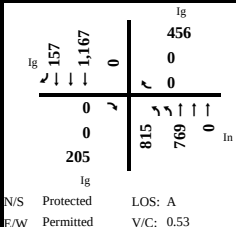
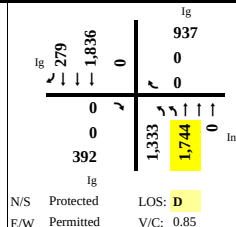
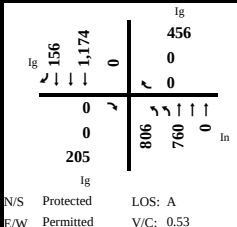
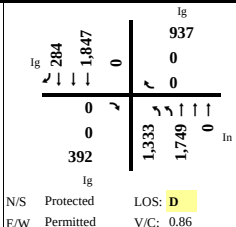
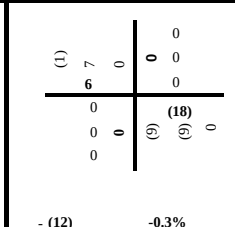
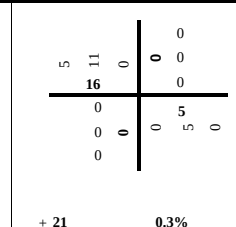
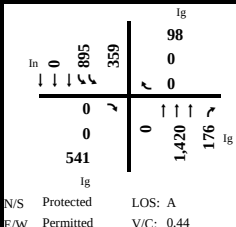
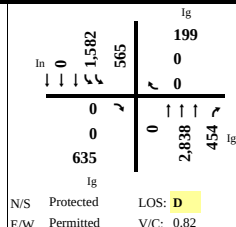
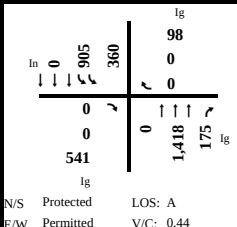
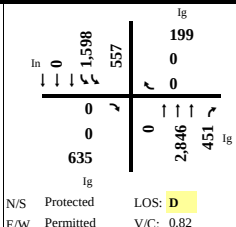
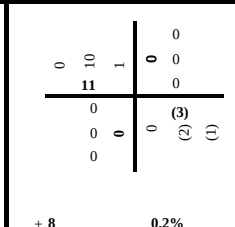
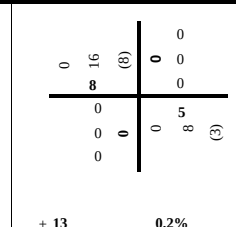
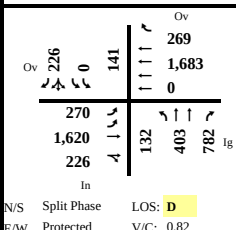
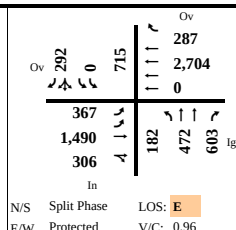
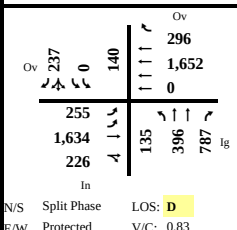
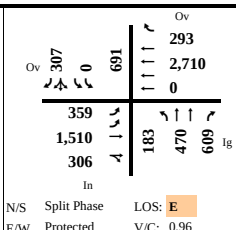
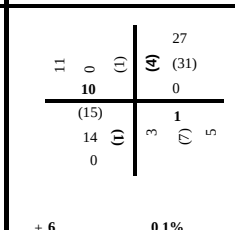
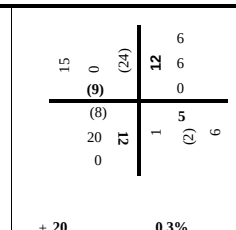
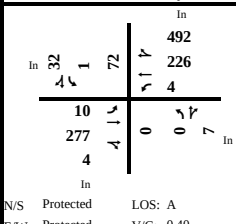
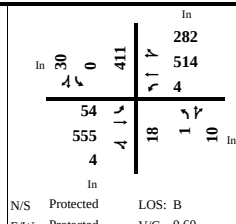
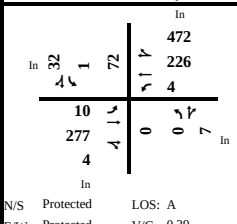
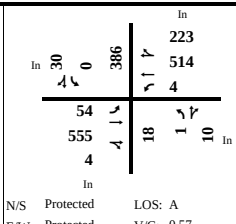
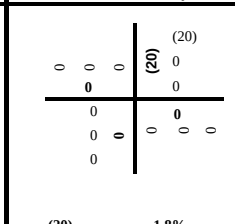
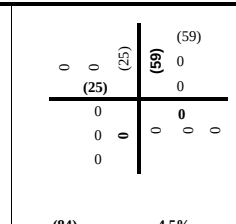
Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
23 546 37 4 1 1 63 2 27 17 0 13 18 1,369 64 Ov LOS: A V/C: 0.55		75 1,850 11 4 1 1 65 1 27 27 6 78 59 862 15 Ov LOS: C V/C: 0.81		23 538 34 4 1 1 63 2 27 18 1,363 68 Ov LOS: A V/C: 0.55		75 1,811 11 4 1 1 65 1 60 27 6 832 15 15 15 Ov LOS: C V/C: 0.80		0 (8) (3) 1 0 0 (11) 0 0 0 (2) (6) 4 4 4 - (12) -0.6%		0 (39) 0 0 0 4 (39) 0 1 0 (29) (30) 0 0 0 - (68) -2.2%	
139 Washington & Sawtell/Derek				139 Washington & Sawtell/Derek				139 Washington & Sawtell/Derek			
0 527 64 1 1 1 0 0 0 0 875 336 In LOS: A V/C: 0.51		0 1,136 28 1 1 1 0 0 0 0 480 169 In LOS: A V/C: 0.45		0 524 63 1 1 1 0 0 0 0 815 337 In LOS: A V/C: 0.49		0 1,109 29 1 1 1 0 0 0 0 478 171 In LOS: A V/C: 0.45		0 (3) (1) (1) 0 0 (4) 0 0 0 (59) (60) 1 1 1 - (64) -3.0%		0 (27) 1 9 0 9 (26) 0 0 0 (2) 2 0 0 0 - (17) -0.9%	
140 Washington Bl & Hallissy Dr				140 Washington Bl & Hallissy Dr				140 Washington Bl & Hallissy Dr			
64 0 293 1 1 1 365 1,064 109 140 707 100 81 0 416 Ov LOS: E V/C: 0.92		369 0 205 1 1 1 266 1,019 76 239 971 488 61 0 173 Ov LOS: D V/C: 0.83		53 0 291 1 1 1 171 1,268 139 128 909 94 99 0 360 Ov LOS: D V/C: 0.89		240 0 197 1 1 1 76 1,229 82 239 1,122 455 68 0 174 Ov LOS: D V/C: 0.90		(11) 0 (2) 184 202 (6) (13) 0 18 (12) 0 (56) 0 0 1 + 173 5.2%		(129) 0 (8) 118 151 (33) (137) 0 7 (190) 8 0 6 0 1 + 15 0.4%	
141 Woodcreek Oaks & Baseline				141 Woodcreek Oaks & Baseline				141 Woodcreek Oaks & Baseline			
15 492 1 1 1 1 97 18 215 8 37 23 181 912 9 In LOS: A V/C: 0.44		50 1,452 15 1 1 1 26 2 99 8 1 22 121 894 28 In LOS: B V/C: 0.64		13 570 1 1 1 1 98 18 238 8 37 23 181 807 9 In LOS: A V/C: 0.45		51 1,254 15 1 1 1 21 2 99 8 1 22 232 889 28 In LOS: B V/C: 0.64		(2) 78 0 0 0 0 76 1 0 (105) 0 0 0 (105) 0 - (5) -0.2%		1 (198) 0 0 0 0 (197) 0 111 (5)	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas																																																																					
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour																																																																			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
151 SR 65 S/B Off & Pleasant Grove Blvd				151 SR 65 S/B Off & Pleasant Grove Blvd				151 SR 65 S/B Off & Pleasant Grove Blvd			
											
152 I-80 WB Off & Riverside Ave				152 I-80 WB Off & Riverside Ave				152 I-80 WB Off & Riverside Ave			
											
153 Stanford Ranch & Sr-65 N/B On				153 Stanford Ranch & Sr-65 N/B On				153 Stanford Ranch & Sr-65 N/B On			
											
154 Stanford Ranch/Galleria & Sr-65 S/B On				154 Stanford Ranch/Galleria & Sr-65 S/B On				154 Stanford Ranch/Galleria & Sr-65 S/B On			
											
155 Taylor & Eureka I-80 EB Off				155 Taylor & Eureka I-80 EB Off				155 Taylor & Eureka I-80 EB Off			
											
156 Fairway & Highland Park				156 Fairway & Highland Park				156 Fairway & Highland Park			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 092883 042 00 018 00 4310 1391,61761 In N/S Protected LOS: C E/W Protected V/C: 0.77		In 01,51988 0500 083 00 3710 1941,41888 In N/S Protected LOS: D E/W Protected V/C: 0.89		In 098385 041 00 018 4180 1381,61461 In N/S Protected LOS: C E/W Protected V/C: 0.77		In 01,51486 0485 00 082 3700 1931,45291 In N/S Protected LOS: D E/W Protected V/C: 0.89		0552 (1)0 570 (3)0 (13)(4)0(3)0 (1)0 + 39 1.2%		0(5)(2)(16)0 (7)0 037 (1)(2)0343 (1)0 + 12 0.3%	
157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave			
In 000 0548 0254 00 12643200 160215 Ov N/S Permitted LOS: A E/W Protected V/C: 0.24		In 000 0177 0280 00 57041900 780270 Ov N/S Permitted LOS: A E/W Protected V/C: 0.42		In 000 0537 0249 00 12643000 160213 Ov N/S Permitted LOS: A E/W Protected V/C: 0.23		In 000 0178 0276 00 57541900 720271 Ov N/S Permitted LOS: A E/W Protected V/C: 0.41		000 (16)(11)0 0(5)0 0(4)0 (2)(2)0(2)0 (6)0 - (20) -1.7%		000 (3)10 0(4)0 010 (1)(11)10 (6)0 - (3) -0.2%	
158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn			
In 356970 00 00 250 0451 1051,4140 In N/S Protected LOS: B E/W Permitted V/C: 0.60		In 571,1170 00 00 650 0140 3554900 In N/S Protected LOS: C E/W Permitted V/C: 0.70		In 346950 00 00 190 0446 1001,3620 In N/S Protected LOS: B E/W Permitted V/C: 0.60		In 561,1000 00 00 640 0129 3554910 In N/S Protected LOS: B E/W Permitted V/C: 0.69		(1)(2)0 000 (3)0 (6)(5)(57)0 (11)(52)0 (5)0 - (71) -2.6%		(1)(17)0 000 (18)0 (1)(10)0 (1)(11)10 (6)0 - (29) -1.3%	
159 Washington Blvd & Industrial				159 Washington Blvd & Industrial				159 Washington Blvd & Industrial			
Ov 51440252 566 00 423 0433 231,5210 In N/S Protected LOS: C E/W Permitted V/C: 0.74		Ov 691,454254 1034 00 6610 049 51364900 In N/S Protected LOS: B E/W Permitted V/C: 0.69		Ov 51359246 566 00 413 0437 231,4980 In N/S Protected LOS: C E/W Permitted V/C: 0.73		Ov 731,453250 1004 00 659 047 5126420 In N/S Protected LOS: B E/W Permitted V/C: 0.69		000 (81)(6)0 (87)0 (1)(19)0 (1)(23)0 00 - (107) -3.8%		400 (1)(4)(3)0 (1)0 (1)(9)0 (1)(6)(7)0 (1)0 - (16) -0.5%	
160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC			
In 000 0964 0183 00 03,1780 0059 In N/S Protected LOS: B E/W Protected V/C: 0.69		In 000 03,484 074 00 01,6830 00173 In N/S Protected LOS: C E/W Protected V/C: 0.70		In 000 0937 0180 00 03,2620 0059 In N/S Protected LOS: C E/W Protected V/C: 0.70		In 000 03,587 074 00 01,6910 00168 In N/S Protected LOS: C E/W Protected V/C: 0.71		000 (30)(27)0 0(3)0 000 844800 00 + 54 1.2%		000 103103 00 0(5)0 880(5)0 00 + 106 2.0%	
161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow			
In 0256405 110 0345 00 0283 0882 In N/S Protected LOS: A E/W Permitted V/C: 0.48		In 0329124 4480 01,088 00 0243 0614 In N/S Protected LOS: B E/W Permitted V/C: 0.68		In 0256405 110 0345 00 0282 0885 In N/S Protected LOS: A E/W Permitted V/C: 0.48		In 0326135 4520 01,087 00 0252 0602 In N/S Protected LOS: B E/W Permitted V/C: 0.69		000 000 00 023 00(1)0 00 + 2 0.1%		000 304 00 0(1)0 009(12)0 00 + 8 0.3%	
162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project			2025 CIP Plus Project			2025 Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
In 6 80 305 13 152 28 In 6 10 55 59 96 18 In		In 11 135 3 8 15 123 In 273 317 14 62 98 44 In	In 6 119 271 13 253 41 In 6 9 58 58 95 18 In		In 13 132 4 8 16 128 In 322 337 16 84 163 54 In	0 39 (34) 2 (1) 0 3 101 13 (1) (1) 0		2 0 1 71 20 0 97 2 5 65 10
169 Woodcreek Oaks Blvd & Parkside Wy			169 Woodcreek Oaks Blvd & Parkside Wy			169 Woodcreek Oaks Blvd & Parkside Wy		
In 0 378 80 0 0 0 In 498 0 28 770 20 In		In 0 908 372 0 0 0 In 304 0 142 450 32 In	In 0 373 87 0 0 0 In 495 0 27 785 17 In		In 0 901 384 0 0 0 In 312 0 139 448 31 In	0 7 (4) (3) 0 12 (3) 0 0 (1) (1)		0 12 5 8 0 (3) (3) 0 (2) (1)
170 Industrial Ave & Alantown Dr			170 Industrial Ave & Alantown Dr			170 Industrial Ave & Alantown Dr		
lg 219 0 83 807 1,764 0 In 53 1,891 0 0 0 0 In		lg 900 0 81 470 2,213 0 In 97 2,161 0 0 0 0 In	lg 218 0 85 811 1,796 0 In 52 1,894 0 0 0 0 In		lg 913 0 76 474 2,207 0 In 97 2,146 0 0 0 0 In	(1) 2 3 4 0 0 32 96 0 (1) (1) (17)		13 0 13 (15) (15) 8 0 0 (6) (2) 0 0 0
171 Roseville Pkwy & Gibson West			171 Roseville Pkwy & Gibson West			171 Roseville Pkwy & Gibson West		
In 58 958 22 101 3 28 In 25 1 0 52 983 0 In		In 104 1,113 34 59 1 51 In 30 2 0 62 1,338 0 In	In 58 1,078 21 99 4 26 In 26 1 0 51 966 0 In		In 106 1,136 35 58 1 51 In 29 3 0 59 1,415 0 In	0 120 (1) 1 0 119 0 1 (6) (17) (1) (18) 0		2 23 1 0 1 26 0 (1) (3) 74 0
172 Washington Blvd & All America			172 Washington Blvd & All America			172 Washington Blvd & All America		
In 0 6 44 0 779 117 In 28 482 165 85 5 117 In		In 0 0 45 0 944 16 In 62 1,041 17 25 1 30 In	In 0 6 44 0 785 117 In 28 488 165 85 5 117 In		In 0 0 45 0 944 16 In 67 1,048 18 25 1 30 In	0 0 0 6 6 0 0 0 6 9 0 0 0 0 0 0		0 0 0 13 7 0 1 0 0 0 0
173 Cirby & Cottonwood			173 Cirby & Cottonwood			173 Cirby & Cottonwood		
In 0 0 0 0 197 12 In 0 320 55 6 0 55 In		In 0 0 0 0 419 2 In 0 250 51 6 0 53 In	In 0 0 0 0 199 12 In 0 320 55 6 0 55 In		In 0 0 0 0 412 2 In 0 253 51 6 0 52 In	0 0 0 0 0 0 0 0 2 2 0 0 0 0 0 0		0 0 3 3 0 (1) (7) 0 0 (1)
174 Secret Ravine & Alexandra			174 Secret Ravine & Alexandra			174 Secret Ravine & Alexandra		
LOS: A V/C: 0.40		LOS: A V/C: 0.40	LOS: A V/C: 0.45		LOS: A V/C: 0.44	+ 119 14.4%		+ 174 15.8%

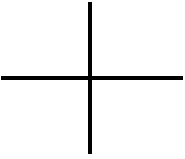
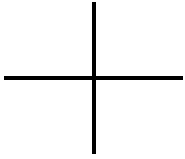
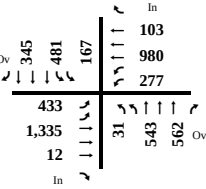
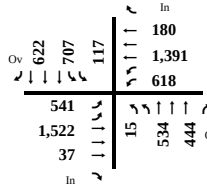
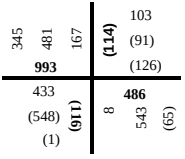
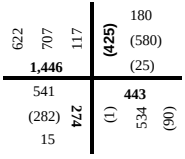
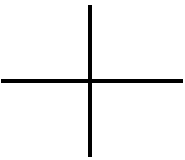
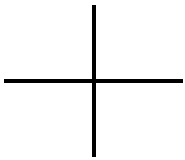
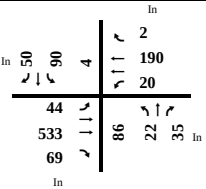
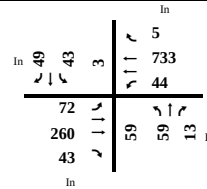
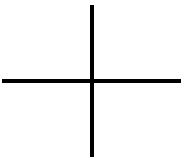
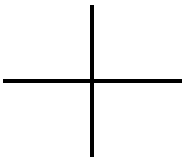
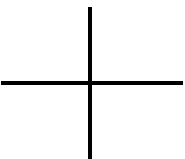
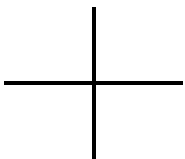
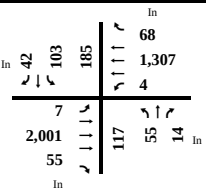
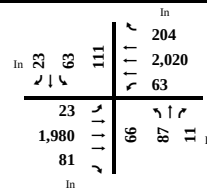
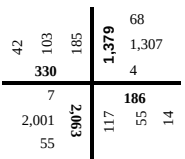
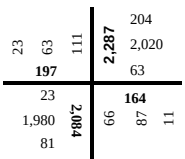
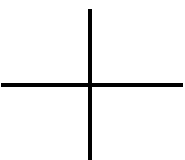
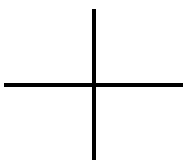
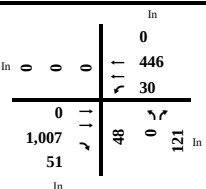
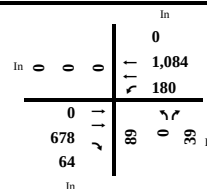
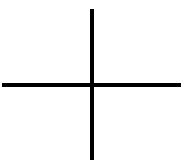
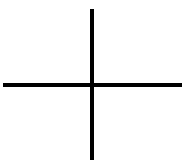
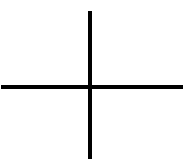
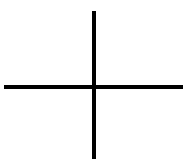
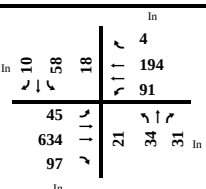
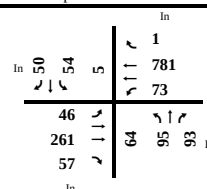
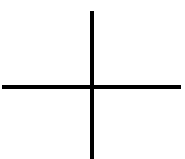
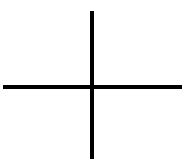
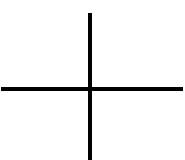
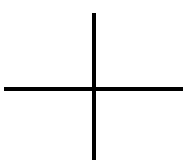
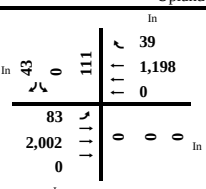
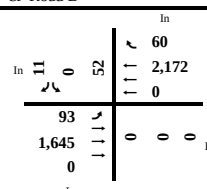
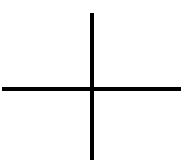
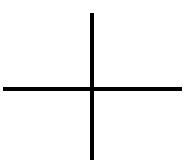
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 15 1,051 0 0 0 0 56 0 374 In N/S Protected LOS: B E/W Protected V/C: 0.69		In 51 1,000 0 0 0 25 0 130 In N/S Protected LOS: C E/W Protected V/C: 0.71		In 14 1,002 0 0 0 55 0 389 In N/S Protected LOS: B E/W Protected V/C: 0.67		In 49 1,099 0 0 0 24 0 117 In N/S Protected LOS: C E/W Protected V/C: 0.74		(1) (49) 0 0 0 0 (50) 0 0 15 (1) (17) 60 77 0 + 24 1.0%		(2) 99 0 0 0 0 97 0 0 (13) (1) (41) (79) (2) (77) 0 + 4 0.1%	
175 Fiddymnt Rd & Fiddymnt Ranch EW Rd				175 Fiddymnt Rd & Fiddymnt Ranch EW Rd				175 Fiddymnt Rd & Fiddymnt Ranch EW Rd			
In 0 0 0 0 0 0 167 2,582 0 In N/S Protected LOS: A E/W Protected V/C: 0.48		In 0 0 0 0 0 235 2,341 0 In N/S Protected LOS: C E/W Protected V/C: 0.73		In 0 0 0 0 0 166 2,603 0 In N/S Protected LOS: A E/W Protected V/C: 0.48		In 0 0 0 0 0 235 2,351 0 In N/S Protected LOS: C E/W Protected V/C: 0.73		0 0 0 0 0 0 6 13 0 0 0 (1) 0 0 0 0 + 26 0.6%		0 0 0 0 0 0 12 20 0 0 0 0 0 0 0 0 + 22 0.4%	
176 Douglas Bl & I-80 EB On				176 Douglas Bl & I-80 EB On				176 Douglas Bl & I-80 EB On			

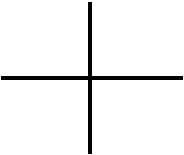
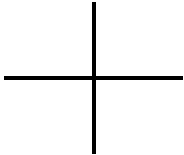
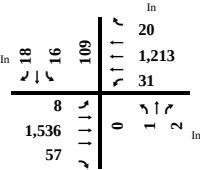
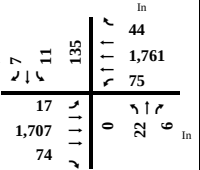
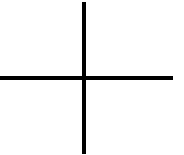
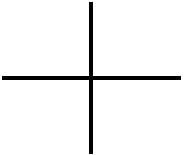
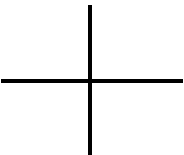
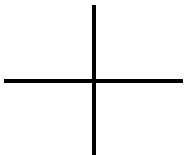
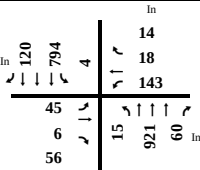
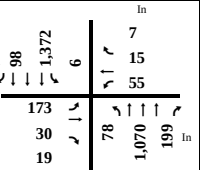
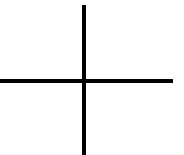
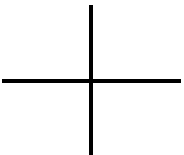
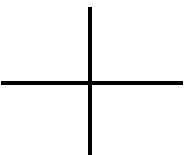
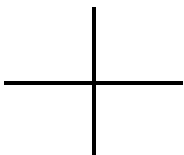
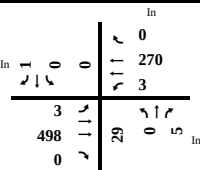
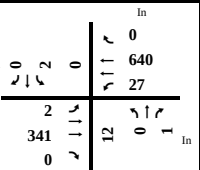
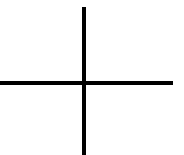
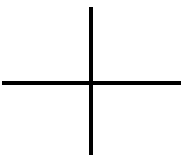
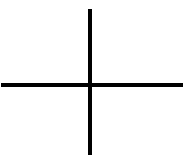
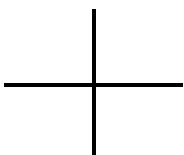
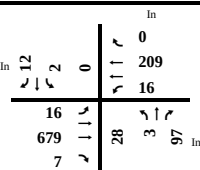
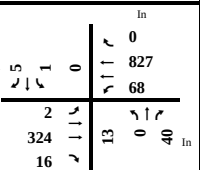
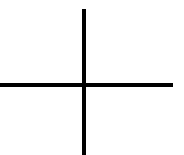
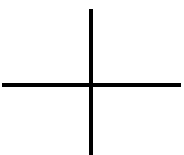
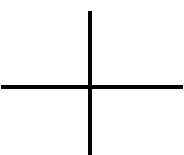
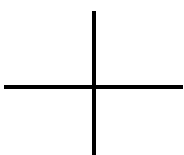
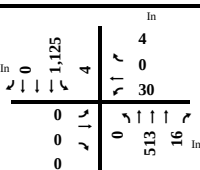
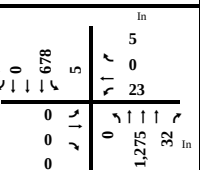
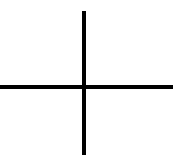
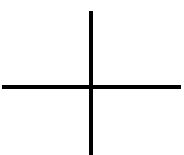
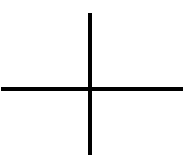
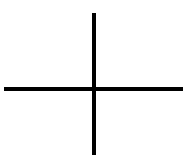
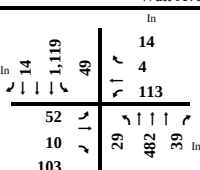
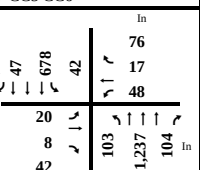
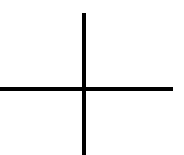
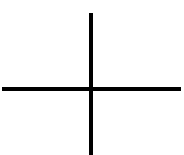
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 CIP No Project		2025 CIP Plus Project		2025 Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 In: 0, 140, 0, 0 Out: 0, 0, 613, 64 Ig: 1,392 N/S Protected LOS: A E/W Protected V/C: 0.24	 In: 0, 52, 0, 0 Out: 0, 0, 1,527, 175 Ig: 874 N/S Protected LOS: A E/W Protected V/C: 0.49		
177		177 Watt Ave & Pleasant Grove		177	
		 In: 5, 949, 577, 213 Out: 8, 8, 106, 40 Ig: 39, 24, 455, 38 N/S Protected LOS: B E/W Protected V/C: 0.63	 In: 6, 611, 308, 614 Out: 4, 4, 43, 126 Ig: 16, 70, 1,084, 126 N/S Protected LOS: B E/W Protected V/C: 0.68		
178		178 Watt Ave & Road A		178	
		 In: 1, 1,092, 61, 57 Out: 2, 4, 66, 13 Ig: 14, 7, 469, 72 N/S Protected LOS: A E/W Protected V/C: 0.32	 In: 2, 652, 47, 61 Out: 1, 13, 106, 106 Ig: 5, 24, 1,244, 65 N/S Protected LOS: A E/W Protected V/C: 0.40		
179		179 Watt Ave & Road B		179	
		 In: 342, 676, 318, 75 Out: 134, 1,065, 200, 197 Ig: 6, 110, 341, 197 N/S Protected LOS: B E/W Protected V/C: 0.64	 In: 195, 446, 127, 297 Out: 413, 1,610, 422, 398 Ig: 13, 102, 735, 398 N/S Protected LOS: C E/W Protected V/C: 0.74	 In: 180, 146, (399), (125) Out: (73), 246, 301, 70 Ig: 33, 298, 882, (20), 88, 175 + 704 16.6%	 In: 73, 82, (184), (404) Out: (29), 254, 270, 388 Ig: 133, 332, 222, (65), 141, 213 + 836 15.0%
180 (See Placer County Section)		180 Watt Ave & Baseline Rd		180 Watt Ave & Baseline Rd	
		 In: 112, 420, 6, 14 Out: 450, 124, 172, 336 Ig: 310, 32, 695, 94 N/S Protected LOS: A E/W Protected V/C: 0.56	 In: 469, 916, 14, 5 Out: 163, 336, 111, 226 Ig: 209, 66, 605, 226 N/S Protected LOS: C E/W Protected V/C: 0.71		
181		181 West Side Dr & Road A		181	
		 In: 15, 722, 57, 54 Out: 66, 59, 176, 133 Ig: 173, 10, 736, 233 N/S Protected LOS: A E/W Protected V/C: 0.39	 In: 107, 973, 37, 15 Out: 24, 499, 133, 229 Ig: 68, 47, 974, 229 N/S Protected LOS: B E/W Protected V/C: 0.62		
182		182 West Side Dr & Road B		182	

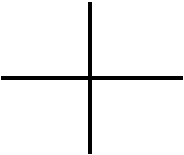
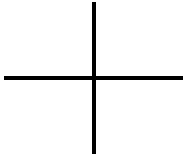
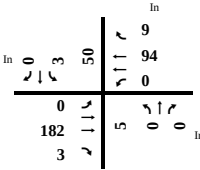
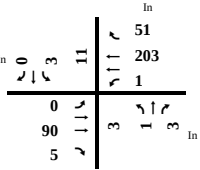
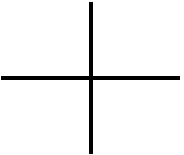
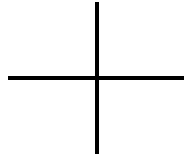
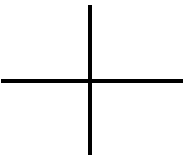
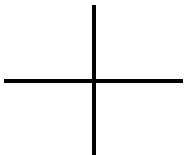
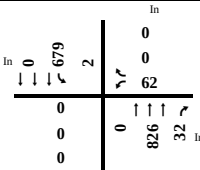
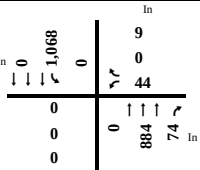
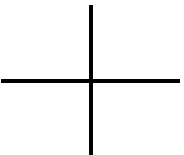
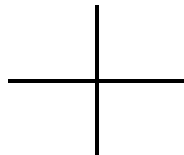
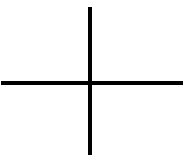
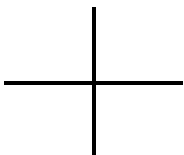
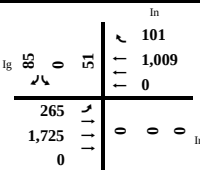
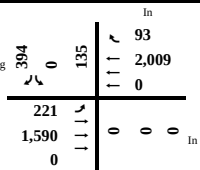
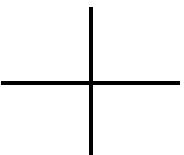
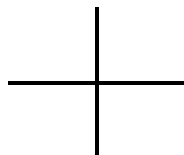
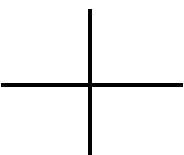
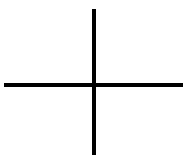
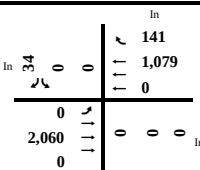
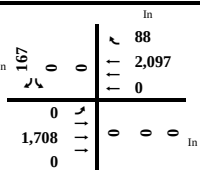
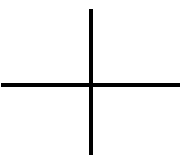
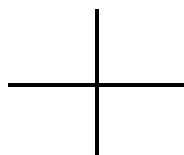
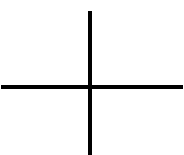
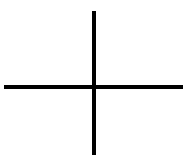
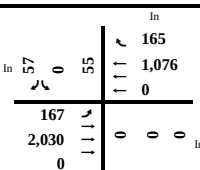
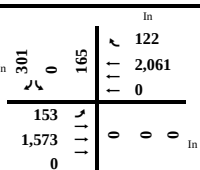
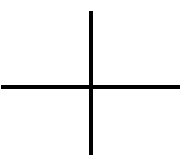
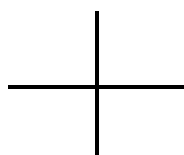
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 CIP No Project		2025 CIP Plus Project		2025 Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: C E/W Protected V/C: 0.75	 N/S Protected LOS: C E/W Protected V/C: 0.81	 + 1,249 31.1%	 + 1,738 34.8%
183 (See Placer County Section)		183 West Side Dr & Baseline Rd		183 West Side Dr & Baseline Rd	
		 N/S Protected LOS: A E/W Protected V/C: 0.32	 N/S Protected LOS: A E/W Protected V/C: 0.38		
184		184 Market St & Road B		184	
		 N/S Protected LOS: B E/W Protected V/C: 0.63	 N/S Protected LOS: B E/W Protected V/C: 0.64	 + 3,958	 + 4,732
185 (See Placer County Section)		185 Market St & Baseline Rd		185 Market St & Baseline Rd	
		 N/S Protected LOS: A E/W Protected V/C: 0.44	 N/S Protected LOS: A E/W Protected V/C: 0.42		
186		186 Pleasant Grove Blvd & Upland Dr		186	
		 N/S Protected LOS: A E/W Protected V/C: 0.34	 N/S Protected LOS: A E/W Protected V/C: 0.38		
187		187 Upland Dr & Road B		187	
		 N/S Protected LOS: A E/W Protected V/C: 0.52	 N/S Protected LOS: A E/W Protected V/C: 0.58		
188		188 Upland Dr & Baseline Rd		188	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 CIP No Project		2025 CIP Plus Project		2025 Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 In 18 16 109 20 1 1 1 1 1 1 1 1 31 1,213 8 0 1 2 1,536 0 1 2 57 0 1 2 In N/S Protected LOS: A E/W Protected V/C: 0.45	 In 7 11 135 44 1 1 1 1 1 1 1 1 75 1,761 17 0 22 6 1,707 0 22 6 74 0 22 6 In N/S Protected LOS: A E/W Protected V/C: 0.55		
189		189 Baseline Rd & CMU3 Entrance		189	
		 In 120 14 1 1 1 1 1 1 1 1 143 18 45 15 60 6 15 921 60 56 15 921 60 In N/S Protected LOS: A E/W Protected V/C: 0.35	 In 98 7 1 1 1 1 1 1 1 1 55 15 173 78 199 30 78 1,070 199 19 78 1,070 199 In N/S Protected LOS: A E/W Protected V/C: 0.50		
190		190 West Side Dr & SV EW Coll		190	
		 In 1 0 0 0 1 1 1 1 1 1 1 1 3 270 498 3 5 0 29 0 5 In N/S Protected LOS: A E/W Protected V/C: 0.19	 In 0 0 0 0 1 1 1 1 1 1 1 1 27 640 2 2 27 341 12 0 1 0 12 0 1 In N/S Protected LOS: A E/W Protected V/C: 0.23		
191		191 Road B & SV NS Coll 3		191	
		 In 12 0 0 0 1 1 1 1 1 1 1 1 16 209 679 28 3 97 7 28 3 97 In N/S Protected LOS: A E/W Protected V/C: 0.31	 In 5 0 0 0 1 1 1 1 1 1 1 1 68 827 324 13 0 40 16 13 0 40 In N/S Protected LOS: A E/W Protected V/C: 0.31		
192		192 Road B & SV NS Coll 5		192	
		 In 0 1,125 4 4 1 1 1 1 1 1 1 1 30 0 0 0 513 16 0 0 513 16 In N/S Protected LOS: A E/W Protected V/C: 0.27	 In 0 678 5 5 1 1 1 1 1 1 1 1 23 0 0 0 1,275 32 0 0 1,275 32 In N/S Protected LOS: A E/W Protected V/C: 0.30		
193		193 Watt Ave & SV CCS CC6		193	
		 In 14 1,119 14 4 1 1 1 1 1 1 1 1 113 4 52 29 482 39 10 29 482 39 103 29 482 39 In N/S Protected LOS: A E/W Protected V/C: 0.43	 In 47 678 42 76 1 1 1 1 1 1 1 1 48 17 20 8 103 104 8 8 103 1,237 104 42 8 103 1,237 104 In N/S Protected LOS: A E/W Protected V/C: 0.38		
194		194 Watt Ave & SV EW Coll		194	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 CIP No Project		2025 CIP Plus Project		2025 Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: A E/W Protected V/C: 0.10	 N/S Protected LOS: A E/W Protected V/C: 0.08		
195		195 Road B & SV NS Coll 2		195	
		 N/S Protected LOS: A E/W Protected V/C: 0.23	 N/S Protected LOS: A E/W Protected V/C: 0.27		
196		196 West Side Dr & SV EW Coll		196	
		 N/S Protected LOS: A E/W Protected V/C: 0.44	 N/S Protected LOS: B E/W Protected V/C: 0.68		
197		197 Baseline Rd & SV CC2		197	
		 N/S Protected LOS: A E/W Protected V/C: 0.48	 N/S Protected LOS: A E/W Protected V/C: 0.58		
198		198 Baseline Rd & SV CCBP2		198	
		 N/S Protected LOS: A E/W Protected V/C: 0.49	 N/S Protected LOS: C E/W Protected V/C: 0.76		
199		199 Baseline Rd & SV CC4		199	

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
7 133 19 1 74 18 120 865 265 Ov N/S Protected E/W Split Phase LOS: C V/C: 0.78		0 903 5 30 14 69 236 579 204 Ov N/S Protected E/W Split Phase LOS: B V/C: 0.64		7 142 19 2 74 18 124 863 265 Ov N/S Protected E/W Split Phase LOS: C V/C: 0.78		1 897 5 30 14 69 235 575 206 Ov N/S Protected E/W Split Phase LOS: B V/C: 0.63		0 9 0 1 1 0 4 0 0 Ov + 12		1 (6) (1) 0 0 0 0 0 2 Ov - (8)	
P1 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy			
134 88 1 384 366 3 2 89 9 Ov N/S Permitted E/W Split Phase LOS: A V/C: 0.52		369 389 0 220 248 2 6 374 350 Ov N/S Permitted E/W Split Phase LOS: B V/C: 0.66		137 111 1 389 359 2 2 88 74 Ov N/S Permitted E/W Split Phase LOS: A V/C: 0.54		390 373 0 232 245 2 6 353 366 Ov N/S Permitted E/W Split Phase LOS: B V/C: 0.66		3 23 0 26 5 (7) 0 64 (1) Ov + 87		21 (16) 0 5 12 (3) 0 6 0 Ov + 11	
P2 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside			
9 19 3 7 456 193 2 214 10 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.41		24 54 12 23 508 117 38 499 56 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.54		9 19 3 7 464 191 2 217 10 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.43		24 54 12 23 528 126 38 515 57 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.55		0 0 0 0 8 (2) 3 3 0 Ov + 40		0 0 0 0 20 9 17 16 1 Ov + 37	
P3 Vernon & Grant				P3 Vernon & Grant				P3 Vernon & Grant			
28 23 37 99 581 9 110 204 26 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.46		102 82 109 53 502 14 53 616 48 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.57		25 25 38 98 584 9 112 233 27 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.46		94 87 113 52 516 14 54 629 48 Ov N/S Permitted E/W Permitted LOS: A V/C: 0.59		(3) 2 1 0 3 0 2 29 1 Ov + 36		(6) 5 4 1 14 0 1 13 0 Ov + 39	
P4 Vernon & Judah				P4 Vernon & Judah				P4 Vernon & Judah			
7 25 18 20 492 14 28 222 209 Ov N/S Permitted E/W Split Phase LOS: A V/C: 0.55		40 98 61 26 533 45 11 484 600 Ov N/S Permitted E/W Split Phase LOS: E V/C: 0.97		9 25 16 18 504 14 28 223 209 Ov N/S Permitted E/W Split Phase LOS: A V/C: 0.56		42 98 55 24 549 45 12 500 584 Ov N/S Permitted E/W Split Phase LOS: E V/C: 0.97		2 0 (2) (2) 12 0 1 1 0 Ov + 24		2 0 (6) (4) (2) 0 1 16 (16) Ov + 1	
P5 Vernon & Lincoln				P5 Vernon & Lincoln				P5 Vernon & Lincoln			
20 775 96 71 193 329 44 140 86 Ov N/S Protected E/W Protected LOS: A V/C: 0.56		57 1,108 56 72 209 224 48 111 201 Ov N/S Protected E/W Protected LOS: D V/C: 0.84		20 857 132 83 171 343 41 166 81 Ov N/S Protected E/W Protected LOS: A V/C: 0.56		56 1,126 61 63 217 259 71 112 183 Ov N/S Protected E/W Protected LOS: D V/C: 0.84		0 82 36 118 12 (22) (3) 26 (5) Ov + 142		(1) 18 5 22 8 35 6 55 (2) Ov + 117	
P6 Washington & Main				P6 Washington & Main				P6 Washington & Main			

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

2025 CIP No Project						2025 CIP Plus Project						2025 Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Ov 484 20 747 509 30 1 628 36 7 0 7 1 Ov			Ov 782 9 899 1,181 44 1 594 107 2 1 34 10 Ov			Ov 544 20 778 505 30 1 635 34 7 0 7 1 Ov			Ov 794 9 903 1,192 46 1 639 107 2 1 34 10 Ov			60 0 31 (4) 0 0 91 7 (2) 0 0 0			12 0 4 13 2 0 16 45 0 5 0 0		
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: B			
E/W	Split Phase	V/C: 0.52	E/W	Split Phase	V/C: 0.67	E/W	Split Phase	V/C: 0.53	E/W	Split Phase	V/C: 0.69	+ 92		+ 74			
P7 Washington & Oak						P7 Washington & Oak						P7 Washington & Oak					

Sierra Vista Peak Hour Intersection Analysis:
Placer County Intersections

2025 CIP No Project		2025 CIP Plus Project		2025 Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
LOS: B V/C: 0.66	LOS: C V/C: 0.71				
180 Watt Ave & Baseline Rd		180 (See Roseville Section)		180	
LOS: A V/C: 0.23	LOS: A V/C: 0.45	LOS: A V/C: 0.27	LOS: A V/C: 0.49	+ 302	+ 285
301 Locust & Baseline		301 Locust & Baseline		301 Locust & Baseline	
LOS: A V/C: 0.48	LOS: A V/C: 0.55	LOS: A V/C: 0.55	LOS: A V/C: 0.54	+ 592	+ 482
305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd	
LOS: D V/C: 0.88	LOS: C V/C: 0.80				
306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd	
183 West Side Dr & Baseline Rd		183 (See Roseville Section)		183	
LOS: B V/C: 0.60	LOS: B V/C: 0.65				
185 Market St & Baseline		185 (See Roseville Section)		185	

Sierra Vista Peak Hour Intersection Analysis:
Sacramento County Intersections

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 426 1,543 330 328 611 335 557 568 112 Ov 270 1,084 135 N/S Protected LOS: D E/W Protected V/C: 0.82		Ov 475 1,106 346 381 631 237 362 958 271 Ov 365 1,690 519 N/S Protected LOS: E E/W Protected V/C: 0.91		Ov 468 1,769 300 380 644 255 551 640 88 Ov 237 1,294 129 N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 423 1,333 406 326 757 235 399 1,020 171 Ov 284 1,865 446 N/S Protected LOS: E E/W Protected V/C: 0.97		42 226 (30) 5 52 33 238 (6) 72 (24) (33) 171 210 (6) + 456		(52) 227 60 69 126 235 37 62 (81) 21 (100) (1) 175 (73) + 324	
309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd			
Ov 89 1,547 366 474 752 353 169 1,183 191 Ov 80 832 305 N/S Protected LOS: E E/W Protected V/C: 0.92		Ov 96 1,259 673 440 1,374 454 404 1,166 83 Ov 166 1,314 382 N/S Protected LOS: F E/W Protected V/C: 1.14		Ov 89 1,517 480 519 790 341 169 1,142 273 Ov 85 807 302 N/S Protected LOS: E E/W Protected V/C: 0.90		Ov 96 1,235 735 534 1,332 453 404 1,211 101 Ov 242 1,265 360 N/S Protected LOS: F E/W Protected V/C: 1.10		0 (30) 114 71 45 38 84 0 82 (12) (23) (25) (3) + 173 2.7%		0 (24) 62 51 94 (42) 38 0 18 (1) 5 (49) (22) + 157 2.0%	
310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd			
Ov 213 1,444 94 67 575 274 235 349 280 Ov 229 850 14 N/S Protected LOS: F E/W Protected V/C: 1.17		Ov 276 1,134 124 118 445 147 397 682 190 Ov 296 1,415 231 N/S Protected LOS: F E/W Protected V/C: 1.14		Ov 227 1,493 68 65 589 274 251 352 262 Ov 198 998 14 N/S Protected LOS: F E/W Protected V/C: 1.19		Ov 291 1,248 121 115 453 149 382 688 195 Ov 277 1,449 237 N/S Protected LOS: F E/W Protected V/C: 1.16		14 49 (26) 12 14 0 37 16 (18) (2) 117 148 0 + 167 3.7%		15 114 (3) 7 8 2 126 (15) 6 5 (3) 21 (19) 34 6 + 150 2.7%	
311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd			
Ov 339 1,029 95 13 305 147 187 289 143 Ov 227 748 77 N/S Protected LOS: B E/W Protected V/C: 0.61		Ov 240 943 243 105 475 243 501 370 249 Ov 315 1,274 86 N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 348 1,063 95 13 303 145 187 287 120 Ov 232 745 75 N/S Protected LOS: B E/W Protected V/C: 0.62		Ov 244 948 261 109 477 240 507 376 246 Ov 315 1,291 87 N/S Protected LOS: D E/W Protected V/C: 0.85		9 34 0 (4) (2) (2) 43 0 (23) (2) 5 (3) (2) + 14 0.4%		4 5 18 3 4 (3) 27 6 6 0 18 17 1 (3) 18 (19) 34 6 + 57 1.1%	
312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd			
Ov 340 1,960 222 215 700 241 208 799 325 Ov 169 714 94 N/S Protected LOS: D E/W Protected V/C: 0.84		Ov 336 1,059 404 379 947 316 453 872 246 Ov 294 1,780 229 N/S Protected LOS: F E/W Protected V/C: 1.03		Ov 356 2,051 179 195 703 232 212 810 321 Ov 169 843 93 N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 323 1,185 376 297 989 314 465 898 265 Ov 301 1,897 224 N/S Protected LOS: F E/W Protected V/C: 1.03		16 91 (43) (26) 3 64 4 11 (4) (9) 128 129 (1) + 177 3.0%		(13) 126 (28) (42) 42 85 12 26 19 (2) 119 117 (5) + 219 2.9%	
313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn			
Ov 153 1,065 468 300 884 26 62 985 174 Ov 159 583 148 N/S Protected LOS: B E/W Protected V/C: 0.65		Ov 86 818 422 315 1,397 220 119 1,195 147 Ov 180 921 40 N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 149 1,087 464 388 852 25 57 957 171 Ov 156 543 148 N/S Protected LOS: B E/W Protected V/C: 0.64		Ov 96 772 471 367 1,352 217 106 1,164 154 Ov 164 905 43 N/S Protected LOS: D E/W Protected V/C: 0.86		(4) 22 (4) 55 88 14 (5) (28) (3) (1) (43) (40) 0 - (10) -0.2%		10 (46) 49 4 52 13 (13) (31) 7 (3) (29) (16) 3 - (49) -0.8%	
314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn			

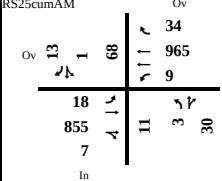
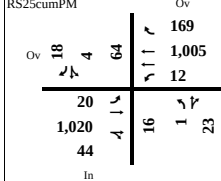
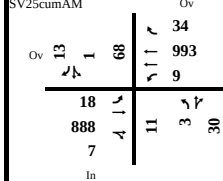
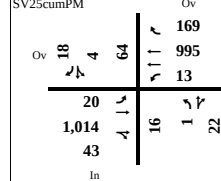
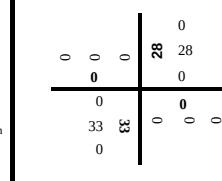
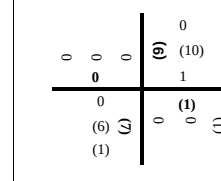
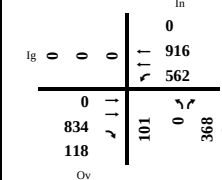
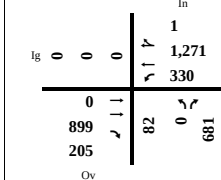
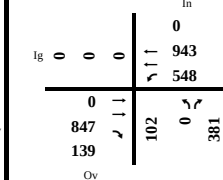
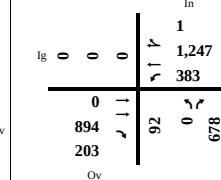
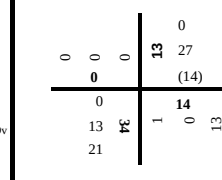
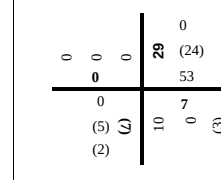
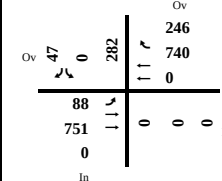
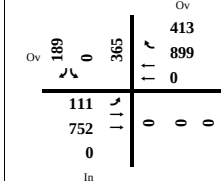
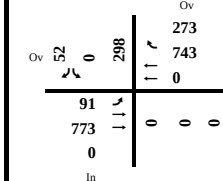
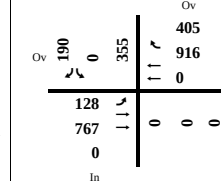
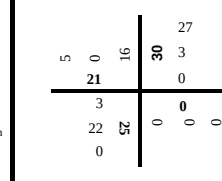
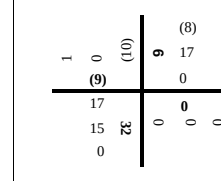
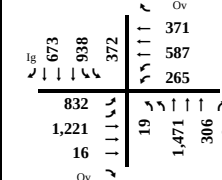
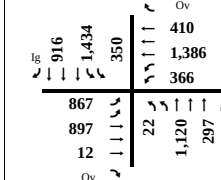
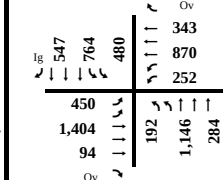
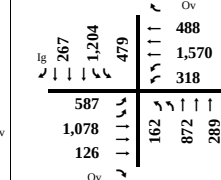
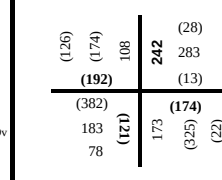
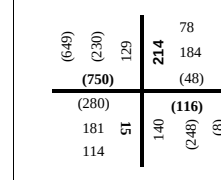
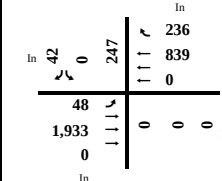
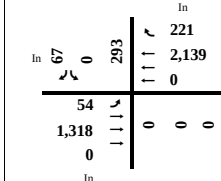
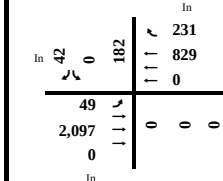
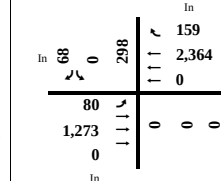
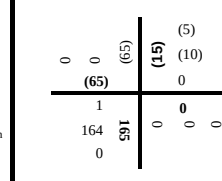
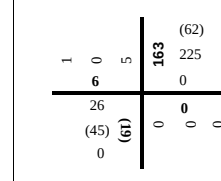
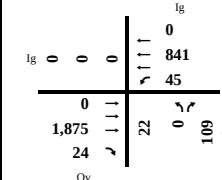
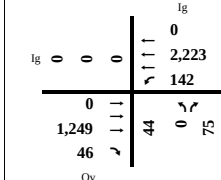
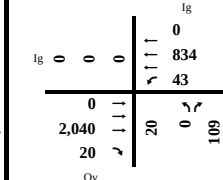
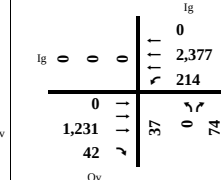
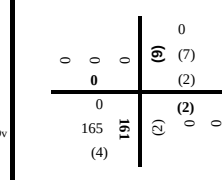
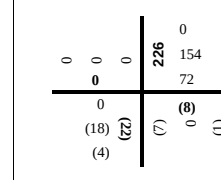
Sierra Vista Peak Hour Intersection Analysis:
Sutter County Intersections

2025 CIP No Project				2025 CIP Plus Project				2025 Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 206 1,062 0 53 1,015 0 0 0 0 0 0 0		In 301 1,296 0 4 1,350 0 0 0 0 0 0 0		In 201 1,161 0 52 1,064 0 0 0 0 0 0 0		In 284 1,425 0 5 1,506 0 0 0 0 0 0 0		(5) 94 99 8 0 0 (1) 49 0 0 0 0		(17) 112 129 (4) 1 0 156 0 0 0 0 0	
N/S Permitted LOS: B E/W Protected V/C: 0.67		N/S Permitted LOS: B E/W Protected V/C: 0.68		N/S Permitted LOS: C E/W Protected V/C: 0.71		N/S Permitted LOS: C E/W Protected V/C: 0.73		+ 150		+ 265	
303 Pleasant Grove N & Riego				303 Pleasant Grove N & Riego				303 Pleasant Grove N & Riego			
In 929 97 0 896 494 0 0 0 0 0 0		In 1,189 141 0 1,148 492 0 0 0 0 0 0		In 1,011 116 0 920 527 0 0 0 0 0 0		In 1,298 125 0 1,230 566 0 0 0 0 0 0		0 82 19 101 0 0 24 33 0 0 0 0		0 109 (16) 93 5 0 0 0 0 0 0 0	
N/S Permitted LOS: B E/W Permitted V/C: 0.62		N/S Permitted LOS: C E/W Permitted V/C: 0.75		N/S Permitted LOS: B E/W Permitted V/C: 0.66		N/S Permitted LOS: C E/W Permitted V/C: 0.77		+ 198		+ 254	
304 Pleasant Grove S & Riego				304 Pleasant Grove S & Riego				304 Pleasant Grove S & Riego			
Ov 78 1,197 0 0 147 13 0 0 0 0 0 0		Ov 13 1,118 0 0 381 6 0 0 0 0 0 0		Ov 84 1,264 0 0 151 12 0 0 0 0 0 0		Ov 2 1,216 0 0 444 4 0 0 0 0 0 0		6 67 0 73 0 0 4 (1) 0 0 0 0		(11) 87 98 0 33 0 0 0 0 0 0 0	
N/S Permitted LOS: A E/W Permitted V/C: 0.35		N/S Permitted LOS: A E/W Permitted V/C: 0.33		N/S Permitted LOS: A E/W Permitted V/C: 0.38		N/S Permitted LOS: A E/W Permitted V/C: 0.33		+ 103 4.3%		+ 181 6.3%	
316 SR 70/99 NB & Riego Rd				316 SR 70/99 NB & Riego Rd				316 SR 70/99 NB & Riego Rd			
Ov 1,024 305 0 0 174 177 0 0 0 0 0 0		Ov 927 312 0 0 261 186 0 0 0 0 0 0		Ov 1,096 309 0 0 177 173 0 0 0 0 0 0		Ov 1,024 282 0 0 317 184 0 0 0 0 0 0		72 4 0 76 0 0 (3) (1) (4) 0 0 0		97 (30) 0 67 0 0 (2) 56 (2) 0 0 0	
N/S Protected LOS: A E/W Protected V/C: 0.14		N/S Protected LOS: A E/W Protected V/C: 0.21		N/S Protected LOS: A E/W Protected V/C: 0.14		N/S Protected LOS: A E/W Protected V/C: 0.20		+ 72 4.0%		+ 119 6.1%	
317 SR 70/99 SB & Riego Rd				317 SR 70/99 SB & Riego Rd				317 SR 70/99 SB & Riego Rd			

**2025 CUMULATIVE
WITH PARTIAL PLACER PARKWAY CONDITONS**

**PEAK HOUR INTRERSECTION
LEVELS OF SERVICE
TRAFFIC VOLUMES
GEOMETRICS**

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
RS25cumAM 		RS25cumPM 		SV25cumAM 		SV25cumPM 					
N/S Split Phase E/W Protected	LOS: A V/C: 0.42	N/S Split Phase E/W Protected	LOS: A V/C: 0.44	N/S Split Phase E/W Protected	LOS: A V/C: 0.43	N/S Split Phase E/W Protected	LOS: A V/C: 0.44	+ 61	3.0%	- (17)	-0.7%
1 Atlantic & Tiger/Center				1 Atlantic & Tiger/Center				1 Atlantic & Tiger/Center			
											
N/S Permitted E/W Protected	LOS: C V/C: 0.72	N/S Permitted E/W Protected	LOS: C V/C: 0.75	N/S Permitted E/W Protected	LOS: C V/C: 0.72	N/S Permitted E/W Protected	LOS: C V/C: 0.75	+ 61	2.1%	+ 29	0.8%
2 Atlantic & Wills				2 Atlantic & Wills				2 Atlantic & Wills			
											
N/S Permitted E/W Protected	LOS: A V/C: 0.49	N/S Permitted E/W Protected	LOS: B V/C: 0.62	N/S Permitted E/W Protected	LOS: A V/C: 0.51	N/S Permitted E/W Protected	LOS: B V/C: 0.63	+ 76	3.5%	+ 32	1.2%
3 Atlantic St & Yosemite St				3 Atlantic St & Yosemite St				3 Atlantic St & Yosemite St			
											
N/S Protected E/W Protected	LOS: D V/C: 0.89	N/S Protected E/W Protected	LOS: E V/C: 1.00	N/S Protected E/W Protected	LOS: D V/C: 0.84	N/S Protected E/W Protected	LOS: E V/C: 0.93	- (245)	-3.5%	- (637)	-7.9%
4 Baseline Rd & Fiddymt Rd				4 Baseline Rd & Fiddymt Rd				4 Baseline Rd & Fiddymt Rd			
											
N/S Protected E/W Protected	LOS: A V/C: 0.59	N/S Protected E/W Protected	LOS: C V/C: 0.71	N/S Protected E/W Protected	LOS: A V/C: 0.59	N/S Protected E/W Protected	LOS: C V/C: 0.78	+ 85	2.5%	+ 150	3.7%
5 Blue Oaks & Crocker Ranch				5 Blue Oaks & Crocker Ranch				5 Blue Oaks & Crocker Ranch			
											
N/S Permitted E/W Protected	LOS: A V/C: 0.49	N/S Permitted E/W Protected	LOS: A V/C: 0.52	N/S Permitted E/W Protected	LOS: A V/C: 0.53	N/S Permitted E/W Protected	LOS: A V/C: 0.55	+ 150	5.1%	+ 196	5.2%
6 Blue Oaks & Del Webb				6 Blue Oaks & Del Webb				6 Blue Oaks & Del Webb			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
<											

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 75 618 104 180 1,107 608 Ov 53 567 121 840 1,302 151 Ov N/S Protected LOS: E E/W Protected V/C: 0.91		Ov 230 1,474 243 376 818 574 Ov 138 651 419 820 1,038 185 Ov N/S Protected LOS: F E/W Protected V/C: 1.05		Ov 75 621 104 182 1,094 649 Ov 54 559 123 845 1,288 152 Ov N/S Protected LOS: D E/W Protected V/C: 0.90		Ov 234 1,465 244 377 819 570 Ov 141 638 435 847 1,033 192 Ov N/S Protected LOS: F E/W Protected V/C: 1.06		0 3 0 2 (13) 41 1 (8) 2 5 (14) 1 + 200.3%		4 (9) 1 (4) 1 (4) 6 (13) 29 27 (6) 7 + 290.4%	
13 Cirby & Sunrise				13 Cirby & Sunrise				13 Cirby & Sunrise			
In 0 573 1,815 0 530 0 In 0 474 564 0 0 0 In N/S Protected LOS: E E/W Permitted V/C: 0.94		In 0 616 2,015 0 634 0 In 0 716 467 0 0 0 In N/S Protected LOS: F E/W Permitted V/C: 1.12		In 0 598 1,949 0 528 0 In 0 496 551 0 0 0 In N/S Protected LOS: E E/W Permitted V/C: 0.99		In 0 626 2,035 0 632 0 In 0 731 469 0 0 0 In N/S Protected LOS: F E/W Permitted V/C: 1.13		0 25 134 159 (2) 0 0 9 (13) 0 22 0 + 1763.1%		0 10 20 30 (2) 0 0 17 2 0 15 0 + 1372.0%	
14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl			
In 0 0 0 0 330 0 In 0 1,924 19 0 0 228 In N/S Permitted LOS: A E/W Protected V/C: 0.54		In 0 0 0 0 389 0 In 0 2,198 9 0 0 260 In N/S Permitted LOS: B E/W Protected V/C: 0.62		In 0 0 0 0 330 0 In 0 2,045 20 0 0 227 In N/S Permitted LOS: A E/W Protected V/C: 0.57		In 0 0 0 0 371 0 In 0 2,223 9 0 0 260 In N/S Permitted LOS: B E/W Protected V/C: 0.62		0 7 0 0 0 0 0 (1) (1) 0 0 0 + 1282.9%		0 73 91 0 (18) 0 0 0 0 25 0 0 + 981.8%	
15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln			
In 22 1 15 5 2,117 6 In 0 1,965 2 0 0 21 In N/S Split Phase LOS: C E/W Protected V/C: 0.77		In 10 1 13 18 2,442 12 In 0 2,167 11 0 1 11 In N/S Split Phase LOS: D E/W Protected V/C: 0.88		In 21 1 16 5 2,124 6 In 0 2,085 2 0 0 21 In N/S Split Phase LOS: C E/W Protected V/C: 0.77		In 10 1 13 18 2,533 12 In 0 2,192 11 0 1 11 In N/S Split Phase LOS: E E/W Protected V/C: 0.91		(1) 0 1 7 7 0 0 0 0 0 0 0 + 1273.0%		0 0 0 90 91 0 0 (2) 0 25 0 0 + 1132.4%	
16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr			
In 53 5 25 164 662 19 In 0 1,176 4 0 46 86 In N/S Permitted LOS: A E/W Protected V/C: 0.54		In 189 136 190 59 1,102 164 In 0 1,039 40 0 17 52 In N/S Permitted LOS: B E/W Protected V/C: 0.69		In 54 5 25 164 661 19 In 0 1,164 4 0 43 87 In N/S Permitted LOS: A E/W Protected V/C: 0.54		In 177 153 186 62 1,116 157 In 0 1,046 40 0 17 52 In N/S Permitted LOS: C E/W Protected V/C: 0.70		1 0 0 (5) (1) 0 0 (12) (12) (2) (3) 1 - (20)-0.8%		(12) 17 (4) 1 13 (7) 3 4 0 7 0 0 + 280.9%	
17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr			
Ov 21 1 4 7 1,797 21 Ov 0 1,234 38 0 13 451 Ov N/S Split Phase LOS: E E/W Protected V/C: 0.94		Ov 5 7 5 45 1,481 306 Ov 0 1,655 207 0 3 453 Ov N/S Split Phase LOS: D E/W Protected V/C: 0.89		Ov 20 1 4 7 1,790 21 Ov 0 1,275 40 0 13 444 Ov N/S Split Phase LOS: E E/W Protected V/C: 0.93		Ov 5 7 5 45 1,521 309 Ov 0 1,649 206 0 3 459 Ov N/S Split Phase LOS: D E/W Protected V/C: 0.89		(1) 0 0 (1) (7) 0 0 (6) (7) 1 0 0 + 290.8%		0 0 0 43 40 3 0 6 0 (6) (1) 0 + 421.0%	
18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 27 614 50 32 1,152 0 In Ov 89 1 70 2 112 2 38 In N/S Split Phase LOS: A E/W Protected V/C: 0.59		In 28 1,289 11 32 1,014 7 In Ov 13 0 26 23 1 17 In N/S Split Phase LOS: A E/W Protected V/C: 0.52		In 27 618 50 32 1,142 0 In Ov 89 1 70 2 112 2 38 In N/S Split Phase LOS: A E/W Protected V/C: 0.58		In 28 1,294 11 31 1,014 7 In Ov 13 0 26 23 1 17 In N/S Split Phase LOS: A E/W Protected V/C: 0.52		0 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 - (6) -0.3%		0 5 5 0 (1) 0 0 0 0 0 0 0 (1) 0 0 0 + 4 0.2%	
19 Cirby Wy & Parkview Dr				19 Cirby Wy & Parkview Dr				19 Cirby Wy & Parkview Dr			
In 348 1,142 391 366 1,395 1,212 Ov Ov 104 294 194 1,305 795 200 Ov N/S Protected LOS: F E/W Protected V/C: 1.04		In 208 1,243 93 209 1,288 1,199 Ov Ov 241 817 328 1,166 457 322 Ov N/S Protected LOS: F E/W Protected V/C: 1.09		In 342 1,146 385 366 1,441 1,285 Ov Ov 105 306 192 1,306 784 200 Ov N/S Protected LOS: F E/W Protected V/C: 1.04		In 210 1,301 74 213 1,287 1,221 Ov Ov 229 817 327 1,193 458 319 Ov N/S Protected LOS: F E/W Protected V/C: 1.12		(6) 4 (6) 0 (10) 0 1 12 (2) 611 1 (11) 0 + 112 1.4%		2 58 (19) 41 25 1 (3) (12) 0 (1) 52 27 22 0 + 78 1.0%	
20 Cirby Wy & Riverside Av				20 Cirby Wy & Riverside Av				20 Cirby Wy & Riverside Av			
Ig 675 377 0 615 504 0 In Ig 218 0 147 0 0 0 In N/S Permitted LOS: A E/W Split Phase V/C: 0.42		Ig 386 577 0 509 418 0 In Ig 769 0 697 0 0 0 In N/S Permitted LOS: B E/W Split Phase V/C: 0.63		Ig 669 381 0 615 498 0 In Ig 221 0 154 0 0 0 In N/S Permitted LOS: A E/W Split Phase V/C: 0.43		Ig 370 587 0 539 417 0 In Ig 762 0 696 0 0 0 In N/S Permitted LOS: B E/W Split Phase V/C: 0.64		(6) 4 (6) 0 (5) 0 0 0 3 0 7 10 (6) 0 0 0 + 2 0.1%		(16) 10 0 (6) 0 0 0 0 (7) 0 (1) 30 0 0 0 0 + 15 0.4%	
21 Cirby Wy & Rocky Ridge Dr				21 Cirby Wy & Rocky Ridge Dr				21 Cirby Wy & Rocky Ridge Dr			
In 1,468 20 0 1,669 25 0 Ov In 0 0 0 141 0 200 Ov N/S Permitted LOS: B E/W Protected V/C: 0.61		In 1,703 82 0 1,655 458 0 Ov In 0 0 0 81 0 44 Ov N/S Permitted LOS: B E/W Protected V/C: 0.62		In 1,466 20 0 1,703 25 0 Ov In 0 0 0 139 0 197 Ov N/S Permitted LOS: B E/W Protected V/C: 0.61		In 1,738 64 0 1,657 456 0 Ov In 0 0 0 91 0 39 Ov N/S Permitted LOS: B E/W Protected V/C: 0.64		0 (2) (2) 0 (5) 0 (3) 0 0 0 0 0 0 0 + 27 0.8%		0 17 35 (18) 0 5 0 (5) 0 0 0 0 0 0 0 + 22 0.5%	
22 Cirby Wy & San Simeon Dr				22 Cirby Wy & San Simeon Dr				22 Cirby Wy & San Simeon Dr			
Ov 81 1,958 89 435 1,841 118 Ov Ov 307 33 76 185 76 0 Ov N/S Protected LOS: E E/W Protected V/C: 0.98		Ov 62 2,252 58 335 2,130 31 Ov Ov 613 62 79 97 101 0 Ov N/S Protected LOS: F E/W Protected V/C: 1.23		Ov 79 1,965 89 442 1,960 112 Ov Ov 308 34 77 182 76 0 Ov N/S Protected LOS: E E/W Protected V/C: 0.98		Ov 62 2,342 58 346 2,155 27 Ov Ov 614 70 80 100 100 0 Ov N/S Protected LOS: F E/W Protected V/C: 1.26		(2) 7 0 5 (3) 0 1 1 1 3 7 119 (6) + 125 2.4%		0 90 90 0 1 3 (1) 1 8 1 10 11 25 75 (4) + 133 2.3%	
23 Cirby Wy & Vernon St				23 Cirby Wy & Vernon St				23 Cirby Wy & Vernon St			
Ig 715 981 51 149 1,038 225 Ov Ig 130 352 399 304 714 17 In N/S Protected LOS: A E/W Protected V/C: 0.54		Ig 566 1,206 63 150 1,061 273 Ov Ig 67 682 723 438 789 21 In N/S Protected LOS: B E/W Protected V/C: 0.68		Ig 709 979 51 148 1,036 230 Ov Ig 130 373 403 309 702 17 In N/S Protected LOS: A E/W Protected V/C: 0.53		Ig 573 1,208 63 150 1,076 260 Ov Ig 65 698 721 443 795 21 In N/S Protected LOS: B E/W Protected V/C: 0.68		(6) (2) 0 5 (7) (12) 0 0 21 4 25 (1) 2 5 + 12 0.2%		7 2 0 11 6 0 0 (2) 16 (2) 9 15 2 13 + 34 0.6%	
24 Douglas & Eureka				24 Douglas & Eureka				24 Douglas & Eureka			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
75 232 138 325 1,268 12 lg ↑↑↑↑↑ ↑↑↑↑↑ 122 1,060 89 185 872 230 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Protected LOS: B V/C: 0.60		251 1,022 264 243 1,147 187 lg ↑↑↑↑↑ ↑↑↑↑↑ 187 1,726 204 291 551 133 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Protected LOS: D V/C: 0.82		75 240 142 322 1,272 21 lg ↑↑↑↑↑ ↑↑↑↑↑ 122 1,061 90 185 872 230 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Protected LOS: B V/C: 0.60		253 1,016 265 247 1,150 188 lg ↑↑↑↑↑ ↑↑↑↑↑ 188 1,729 205 294 562 132 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Protected LOS: D V/C: 0.82		0 8 4 12 (3) 4 0 0 9 2 1 1 0 0 0 0 0 0 + 24 0.5%		2 (6) 1 (3) 4 3 1 8 1 5 3 1 3 11 (1) 0 0 0 + 23 0.4%	
25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge			
6 44 33 101 1,593 109 lg ↑↑↑↑↑ ↑↑↑↑↑ 107 1,201 33 171 57 52 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: A V/C: 0.56		165 92 129 132 1,469 61 lg ↑↑↑↑↑ ↑↑↑↑↑ 87 2,035 165 90 63 79 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: C V/C: 0.70		6 44 33 104 1,603 109 lg ↑↑↑↑↑ ↑↑↑↑↑ 107 1,205 33 172 57 52 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: A V/C: 0.57		166 91 129 133 1,472 61 lg ↑↑↑↑↑ ↑↑↑↑↑ 87 2,042 160 89 64 79 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: C V/C: 0.70		0 0 0 0 3 10 0 0 0 4 4 0 1 0 0 0 0 0 + 18 0.5%		1 (1) 0 0 1 3 0 0 0 2 7 0 0 1 1 0 0 0 + 6 0.1%	
26 Douglas & Santa Clara				26 Douglas & Santa Clara				26 Douglas & Santa Clara			
41 22 58 84 1,613 51 lg ↑↑↑↑↑ ↑↑↑↑↑ 85 1,177 44 15 67 37 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: A V/C: 0.52		15 78 219 35 1,498 130 lg ↑↑↑↑↑ ↑↑↑↑↑ 123 2,056 53 124 60 41 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: B V/C: 0.68		41 21 58 81 1,624 51 lg ↑↑↑↑↑ ↑↑↑↑↑ 83 1,179 44 16 66 38 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: A V/C: 0.52		14 79 218 35 1,502 129 lg ↑↑↑↑↑ ↑↑↑↑↑ 123 2,062 52 124 62 41 lg ↑↑↑↑↑ ↑↑↑↑↑ N/S Split Phase LOS: B V/C: 0.68		0 (1) 0 (3) 11 0 (1) 0 0 0 2 0 1 (1) 1 0 0 0 + 8 0.2%		(1) 1 (1) (1) 0 0 (1) 0 0 5 6 (1) 2 2 0 0 0 0 + 9 0.2%	
27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens			

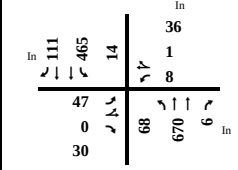
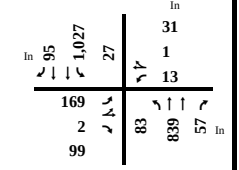
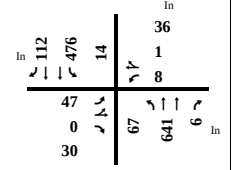
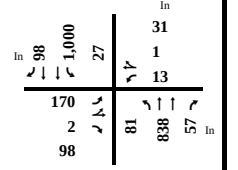
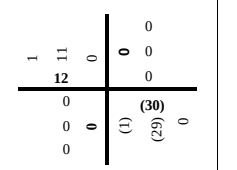
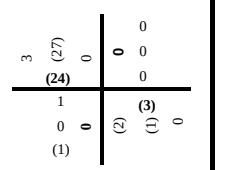
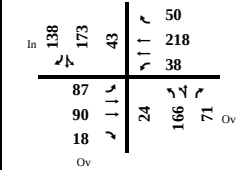
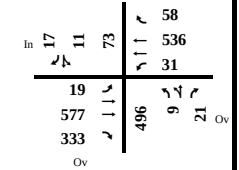
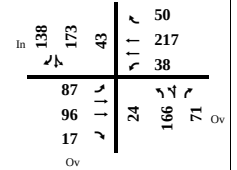
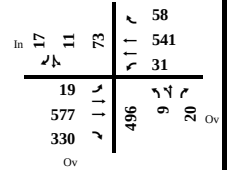
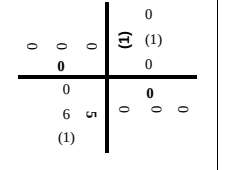
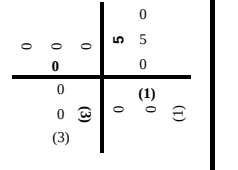
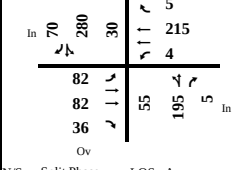
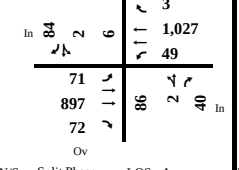
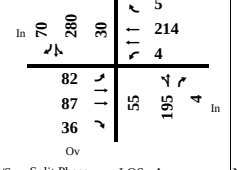
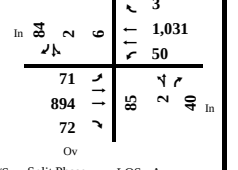
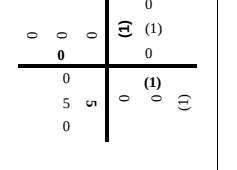
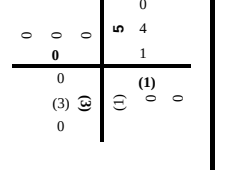
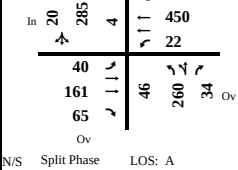
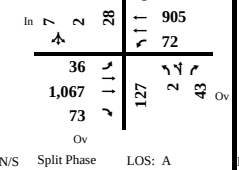
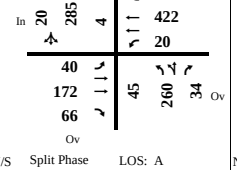
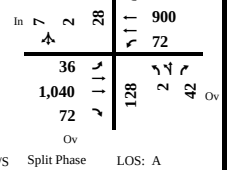
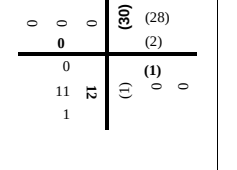
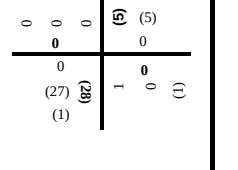
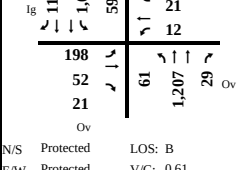
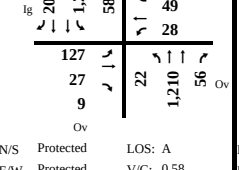
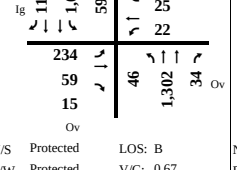
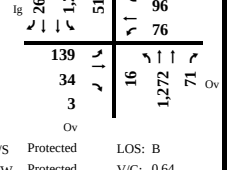
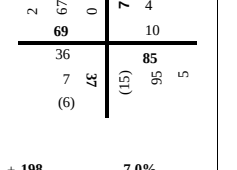
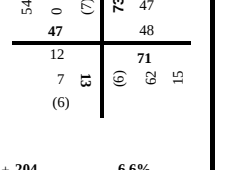
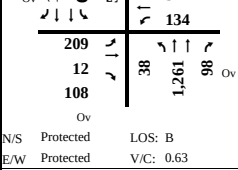
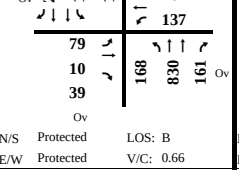
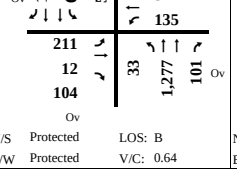
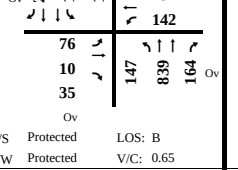
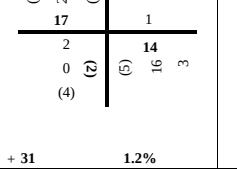
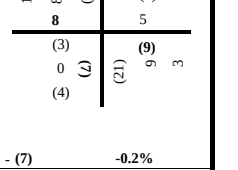
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project						2025 Cumulative Plus Project						2025 Cumulative Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
36 6 234 225 729 30 34 1,024 8 5 3 11 In N/S Split Phase LOS: A E/W Protected V/C: 0.47			68 5 412 191 1,011 11 50 1,047 0 3 4 9 In N/S Split Phase LOS: B E/W Protected V/C: 0.60			36 6 245 221 743 30 35 1,039 8 5 3 11 In N/S Split Phase LOS: A E/W Protected V/C: 0.48			72 5 406 206 1,020 11 49 1,046 0 3 4 9 In N/S Split Phase LOS: B E/W Protected V/C: 0.61			0 11 10 14 0 1 15 0 0 0 0 + 37 1.6%			4 0 0 (6) 24 9 0 0 0 0 (1) (1) (2) 0 0 0 + 20 0.7%		
31 Douglas Bl & Folsom Rd						31 Douglas Bl & Folsom Rd						31 Douglas Bl & Folsom Rd					
188 7 265 740 849 47 133 1,159 22 15 6 30 In N/S Split Phase LOS: B E/W Protected V/C: 0.61			266 27 1,057 505 1,002 67 274 1,138 20 33 27 83 In N/S Split Phase LOS: E E/W Protected V/C: 0.93			188 7 260 741 859 47 138 1,180 22 15 6 30 In N/S Split Phase LOS: B E/W Protected V/C: 0.62			262 27 1,058 511 1,030 66 278 1,126 20 33 27 83 In N/S Split Phase LOS: E E/W Protected V/C: 0.94			0 11 1 10 0 5 21 0 0 0 0 + 32 0.9%			(4) 0 1 33 28 (1) 4 (12) 0 0 0 0 + 22 0.5%		
32 Douglas Bl & Harding Bl						32 Douglas Bl & Harding Bl						32 Douglas Bl & Harding Bl					
1 6 375 283 226 0 1 441 5 0 0 4 In N/S Split Phase LOS: A E/W Permitted V/C: 0.28			30 0 449 347 508 0 1 472 0 0 0 0 In N/S Split Phase LOS: A E/W Permitted V/C: 0.50			1 6 399 283 225 0 0 435 5 0 0 4 In N/S Split Phase LOS: A E/W Permitted V/C: 0.29			30 0 445 365 486 0 1 464 0 0 0 0 In N/S Split Phase LOS: A E/W Permitted V/C: 0.48			0 24 0 (1) (1) (1) (6) 0 0 0 0 + 16 1.2%			0 0 (4) (4) (22) 0 0 0 0 (4) 0 0 0 0 0 - (16) -0.9%		
33 Douglas Bl & Judah St						33 Douglas Bl & Judah St						33 Douglas Bl & Judah St					
0 0 0 569 87 0 0 883 48 43 0 245 In N/S Permitted LOS: A E/W Protected V/C: 0.47			0 0 0 877 174 0 0 940 59 35 0 154 In N/S Permitted LOS: A E/W Protected V/C: 0.47			0 0 0 568 87 0 0 899 49 43 0 244 In N/S Permitted LOS: A E/W Protected V/C: 0.48			0 0 0 874 172 0 0 930 61 35 0 164 In N/S Permitted LOS: A E/W Protected V/C: 0.47			0 0 0 (1) (1) 0 0 16 1 0 0 (1) (1) + 15 0.8%			0 0 0 (5) (3) (2) 0 10 10 0 (10) 2 0 10 0 10 - (3) -0.1%		
34 Douglas Bl & Keehner Av						34 Douglas Bl & Keehner Av						34 Douglas Bl & Keehner Av					
6 3 56 531 0 0 0 859 5 9 0 2 In N/S Split Phase LOS: A E/W Protected V/C: 0.34			17 7 66 825 18 0 0 941 20 13 0 10 In N/S Split Phase LOS: A E/W Protected V/C: 0.41			6 3 56 531 0 0 0 877 5 9 0 2 In N/S Split Phase LOS: A E/W Protected V/C: 0.35			16 7 70 822 18 0 0 929 20 13 0 10 In N/S Split Phase LOS: A E/W Protected V/C: 0.40			0 0 0 0 0 0 0 18 0 0 0 0 + 18 1.2%			(1) 0 4 (3) (3) 3 0 0 0 0 0 0 (12) 0 0 0 0 0 - (12) -0.6%		
35 Douglas Bl & Park Dr						35 Douglas Bl & Park Dr						35 Douglas Bl & Park Dr					
178 493 181 154 1,695 230 571 779 210 0 0 0 In N/S Protected LOS: C E/W Protected V/C: 0.75			119 835 207 176 1,461 322 201 1,708 604 527 770 232 In N/S Protected LOS: D E/W Protected V/C: 0.88			184 505 181 154 1,683 231 154 1,307 236 562 777 209 In N/S Protected LOS: C E/W Protected V/C: 0.75			119 831 207 176 1,480 319 210 1,701 609 532 776 230 In N/S Protected LOS: D E/W Protected V/C: 0.88			6 12 0 (11) (12) 1 0 19 0 (9) (2) (1) + 5 0.1%			0 (4) 0 16 19 (3) 9 (7) 5 9 6 (2) 0 5 0 0 0 0 + 28 0.4%		
36 Douglas Bl & Sierra College Bl						36 Douglas Bl & Sierra College Bl						36 Douglas Bl & Sierra College Bl					

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2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
lg lg 14 950 183 73 25 109 125 57 lg		lg lg 89 1,268 132 191 47 158 166 75 lg		lg lg 14 984 182 70 25 110 125 57 lg		lg lg 85 1,303 128 193 49 163 148 74 lg		0 34 (1) (3) 33 0 (4) (1) 0 1 (6) (9) 0		(4) 35 (4) 2 27 1 (3) (6) 2 3 19 (1)	
N/S Protected LOS: A	E/W Protected V/C: 0.48	N/S Protected LOS: A	E/W Protected V/C: 0.54	N/S Protected LOS: A	E/W Protected V/C: 0.48	N/S Protected LOS: A	E/W Protected V/C: 0.55	+ 13	0.4%	+ 32	0.8%
37 Eureka & Lead Hill				37 Eureka & Lead Hill				37 Eureka & Lead Hill			
lg lg 336 275 84 108 33 2,030 489 108 lg		lg lg 229 530 146 59 294 1,895 485 225 lg		lg lg 328 274 2 92 58 2,036 488 108 lg		lg lg 224 528 148 53 304 1,915 480 222 lg		(8) (1) (32) (16) (91) (22) (5) (1) 25 6 (1) (4) 0		(5) 2 (6) 48 (5) 6 (1) (4) (3) 10 20 57 24	
N/S Protected LOS: A	E/W Protected V/C: 0.59	N/S Protected LOS: C	E/W Protected V/C: 0.75	N/S Protected LOS: A	E/W Protected V/C: 0.59	N/S Protected LOS: C	E/W Protected V/C: 0.77	- (88)	-1.6%	+ 64	0.9%
38 Eureka & N. Sunrise				38 Eureka & N. Sunrise				38 Eureka & N. Sunrise			
lg lg 87 1,285 199 77 253 216 122 85 lg		lg lg 347 1,482 174 134 383 370 31 53 lg		lg lg 75 1,318 199 77 248 216 122 87 lg		lg lg 330 1,513 173 134 388 366 32 58 lg		(12) 33 0 0 21 0 (5) (12) 0 0 (6) (14) 2		(17) 31 (1) 0 13 5 (1) 24 0 0 19 5	
N/S Protected LOS: A	E/W Protected V/C: 0.55	N/S Protected LOS: C	E/W Protected V/C: 0.74	N/S Protected LOS: A	E/W Protected V/C: 0.54	N/S Protected LOS: C	E/W Protected V/C: 0.75	+ 4	0.1%	+ 39	0.8%
39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge			
Ov Ov 22 17 17 15 8 410 114 11 In		Ov Ov 2 2 11 28 29 1,063 20 40 In		Ov Ov 22 17 17 15 8 413 115 11 In		Ov Ov 2 2 10 28 29 1,083 20 40 In		0 0 20 0 0 0 0 0 0 0 0 0		0 0 (1) 2 (1) 0 0 0 0 0 0 0	
N/S Split Phase LOS: A	E/W Protected V/C: 0.36	N/S Split Phase LOS: A	E/W Protected V/C: 0.44	N/S Split Phase LOS: A	E/W Protected V/C: 0.37	N/S Split Phase LOS: A	E/W Protected V/C: 0.45	+ 24	1.6%	+ 21	1.1%
40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr			
In In 7 866 6 2 18 5 53 9 In		In In 11 1,100 79 35 11 1 3 33 In		In In 7 896 6 2 18 5 53 9 In		In In 11 1,105 79 35 11 1 3 33 In		0 30 0 0 30 0 0 0 0 0 (7) 0		0 5 0 0 5 0 5 0 0 0 5 0	
N/S Protected LOS: A	E/W Split Phase V/C: 0.39	N/S Protected LOS: A	E/W Split Phase V/C: 0.42	N/S Protected LOS: A	E/W Split Phase V/C: 0.40	N/S Protected LOS: A	E/W Split Phase V/C: 0.42	+ 23	1.3%	+ 10	0.4%
41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts			
Ov Ov 84 277 68 110 57 151 40 21 Ov		Ov Ov 72 11 27 29 100 911 135 51 Ov		Ov Ov 83 277 68 110 56 157 40 22 Ov		Ov Ov 72 11 27 29 102 907 133 52 Ov		(1) 0 0 (2) (3) (1) 1 0 1 6 5 0 1		0 0 0 3 0 1 4 (1) 1 2 4 (4) (1)	
N/S Split Phase LOS: A	E/W Protected V/C: 0.45	N/S Split Phase LOS: A	E/W Protected V/C: 0.54	N/S Split Phase LOS: A	E/W Protected V/C: 0.45	N/S Split Phase LOS: A	E/W Protected V/C: 0.54	+ 3	0.2%	+ 3	0.1%
42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes			

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2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Split Phase	LOS: A V/C: 0.29	N/S Protected E/W Split Phase	LOS: A V/C: 0.50	N/S Protected E/W Split Phase	LOS: A V/C: 0.28	N/S Protected E/W Split Phase	LOS: A V/C: 0.49	- (18)	-1.2%	- (27)	-1.1%
43 Fairway & Cortina Circle				43 Fairway & Cortina Circle				43 Fairway & Cortina Circle			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.40	N/S Split Phase E/W Protected	LOS: A V/C: 0.45	N/S Split Phase E/W Protected	LOS: A V/C: 0.40	N/S Split Phase E/W Protected	LOS: A V/C: 0.45	+ 4	0.4%	+ 1	0.0%
44 Fairway & Five Star				44 Fairway & Five Star				44 Fairway & Five Star			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	+ 3	0.3%	+ 1	0.0%
45 Fairway & Home Depot				45 Fairway & Home Depot				45 Fairway & Home Depot			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.58	N/S Split Phase E/W Protected	LOS: A V/C: 0.49	N/S Split Phase E/W Protected	LOS: A V/C: 0.57	N/S Split Phase E/W Protected	LOS: A V/C: 0.48	- (19)	-1.4%	- (33)	-1.4%
46 Fairway & Target/Rosehall				46 Fairway & Target/Rosehall				46 Fairway & Target/Rosehall			
											
N/S Protected E/W Protected	LOS: B V/C: 0.61	N/S Protected E/W Protected	LOS: A V/C: 0.58	N/S Protected E/W Protected	LOS: B V/C: 0.67	N/S Protected E/W Protected	LOS: B V/C: 0.64	+ 198	7.0%	+ 204	6.6%
47 Fiddymment & Del Webb/Village Green				47 Fiddymment & Del Webb/Village Green				47 Fiddymment & Del Webb/Village Green			
											
N/S Protected E/W Protected	LOS: B V/C: 0.63	N/S Protected E/W Protected	LOS: B V/C: 0.66	N/S Protected E/W Protected	LOS: B V/C: 0.64	N/S Protected E/W Protected	LOS: B V/C: 0.65	+ 31	1.2%	- (7)	-0.2%
48 Fiddymment & Hayden Pkwy North				48 Fiddymment & Hayden Pkwy North				48 Fiddymment & Hayden Pkwy North			

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2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 65 1,115 0 105 0 37 In LOS: A V/C: 0.50		In 106 1,418 0 66 0 94 In LOS: A V/C: 0.57		In 60 1,199 0 108 0 23 In LOS: A V/C: 0.54		In 108 1,487 0 61 0 71 In LOS: A V/C: 0.57		(5) 84 79 0 0 0 3 (11) (14) 7.1% + 192		2 69 71 0 0 0 (5) 0 (23) 3.0% + 94	
49 Fiddymt & Hayden Pkwy South				49 Fiddymt & Hayden Pkwy South				49 Fiddymt & Hayden Pkwy South			
Ov 151 1,036 52 178 449 821 Ov LOS: D V/C: 0.85		Ov 237 1,763 121 315 421 536 Ov LOS: D V/C: 0.84		Ov 154 1,035 58 182 421 986 Ov LOS: E V/C: 0.94		Ov 235 1,682 120 314 453 662 Ov LOS: D V/C: 0.85		3 (1) 8 6 (2) 71 4 (28) 165 5.4% + 269		(2) (81) (84) 3 6 2 (1) 32 126 2.3% + 145	
50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main			
In 9 1,497 36 43 9 19 Ov LOS: A V/C: 0.55		In 60 1,822 23 20 8 57 Ov LOS: A V/C: 0.53		In 9 1,514 36 41 9 19 Ov LOS: A V/C: 0.54		In 60 1,825 23 20 8 57 Ov LOS: A V/C: 0.53		0 17 (2) 0 1 (10) 0 (2) 0 0.2% + 6		0 3 0 3 0 0 0 0 0 1.5% + 51	
51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec			
Ov 381 1,130 96 87 4 51 Ov LOS: A V/C: 0.53		Ov 172 1,123 36 498 5 316 Ov LOS: B V/C: 0.65		Ov 381 1,111 97 84 4 51 Ov LOS: A V/C: 0.52		Ov 172 1,076 37 509 5 318 Ov LOS: B V/C: 0.66		0 (19) (18) 0 0 (3) 0 (6) 0 -2.9% - (95)		0 (47) (46) 1 11 0 2 0 2 -0.9% - (35)	
52 Foothills BI & Albertsons Dr				52 Foothills BI & Albertsons Dr				52 Foothills BI & Albertsons Dr			
Ig 0 1,950 0 0 0 0 Ig LOS: A V/C: 0.50		Ig 0 2,198 0 0 0 0 Ig LOS: A V/C: 0.53		Ig 0 2,107 0 0 0 0 Ig LOS: A V/C: 0.54		Ig 0 2,240 0 0 0 0 Ig LOS: A V/C: 0.56		0 157 (3) 0 0 0 0 0 0 4.8% + 191		0 42 (6) 0 0 0 (6) 0 (5) 3.8% + 175	
53 Foothills BI & Atkinson Rd				53 Foothills BI & Atkinson Rd				53 Foothills BI & Atkinson Rd			
Ig 76 655 518 4 66 9 Ig LOS: C V/C: 0.77		Ig 3 1,189 579 91 381 198 Ig LOS: C V/C: 0.74		Ig 74 645 512 3 76 10 Ig LOS: C V/C: 0.75		Ig 3 1,141 583 86 363 204 Ig LOS: C V/C: 0.74		(2) (10) (18) (6) (3) 2 (1) 10 1 -1.5% - (63)		0 (48) (44) 4 29 36 (5) (18) 6 -0.2% - (8)	
54 Foothills BI & Roseville Pkwy/HP Central				54 Foothills BI & Roseville Pkwy/HP Central				54 Foothills BI & Roseville Pkwy/HP Central			

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2025 Cumulative No Project					2025 Cumulative Plus Project					2025 Cumulative Plus Project Deltas				
AM Peak Hour			PM Peak Hour		AM Peak Hour			PM Peak Hour		AM Peak Hour			PM Peak Hour	
In 35 ↓ 1 ↓ 1 818 ↓ 171 ↓ 2 ↓ 2 ↓ 4 ↓ Ov 34 ↓ 2 ↓ 18 ↓ 1 ↓ 1 ↓ 1,721 ↓ 131 In LOS: C V/C: 0.70			In 0 ↓ 1 ↓ 1 1,928 ↓ 66 ↓ 15 ↓ 2 ↓ 1 ↓ Ov 185 ↓ 2 ↓ 139 ↓ 4 ↓ 971 ↓ 37 In LOS: A V/C: 0.52		In 35 ↓ 1 ↓ 1 816 ↓ 167 ↓ 2 ↓ 2 ↓ 4 ↓ Ov 34 ↓ 2 ↓ 18 ↓ 1 ↓ 1 ↓ 1,680 ↓ 136 In LOS: B V/C: 0.68			In 0 ↓ 1 ↓ 1 1,922 ↓ 67 ↓ 15 ↓ 2 ↓ 1 ↓ Ov 180 ↓ 2 ↓ 145 ↓ 4 ↓ 1,000 ↓ 37 In LOS: A V/C: 0.51		0 ↓ (2) ↓ (4) ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ (36) ↓ 5 ↓ (41) ↓ 0 ↓ 0 ↓ 0 ↓ - (42) -1.4%			0 ↓ (6) ↓ 1 ↓ 1 ↓ 0 ↓ 6 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ (5) ↓ 29 ↓ 29 ↓ 0 ↓ 0 ↓ 0 ↓ + 25 0.7%	
55 Foothills Bl & HP South					55 Foothills Bl & HP South					55 Foothills Bl & HP South				
Ig 106 ↓ 1 ↓ 1 901 ↓ 193 ↓ 159 ↓ 463 ↓ 162 ↓ Ov 140 ↓ 178 ↓ 186 ↓ 91 ↓ 1 ↓ 1 ↓ 1,630 ↓ 115 Ig LOS: B V/C: 0.67			Ig 184 ↓ 1 ↓ 1 1,835 ↓ 337 ↓ 218 ↓ 273 ↓ 76 ↓ Ov 166 ↓ 883 ↓ 269 ↓ 254 ↓ 1 ↓ 1 ↓ 1,401 ↓ 116 Ig LOS: C V/C: 0.79		Ig 107 ↓ 1 ↓ 1 889 ↓ 197 ↓ 203 ↓ 623 ↓ 183 ↓ Ov 147 ↓ 183 ↓ 182 ↓ 89 ↓ 1 ↓ 1 ↓ 1,597 ↓ 112 Ig LOS: C V/C: 0.71			Ig 225 ↓ 1 ↓ 1 1,748 ↓ 338 ↓ 217 ↓ 284 ↓ 70 ↓ Ov 143 ↓ 1,000 ↓ 275 ↓ 271 ↓ 1 ↓ 1 ↓ 1,372 ↓ 99 Ig LOS: C V/C: 0.80		1 ↓ (12) ↓ 4 ↓ 8 ↓ 5 ↓ 44 ↓ 160 ↓ 21 ↓ Ov 7 ↓ (4) ↓ (38) ↓ (3) ↓ (33) ↓ 17 ↓ (29) ↓ (17) ↓ 11 ↓ (6) ↓ 4 ↓ 1 ↓ 100 ↓ 117 ↓ 6 ↓ 29 ↓ 0 ↓ 0 ↓ 0 ↓ + 188 4.3%			41 ↓ (87) ↓ 1 ↓ 100 ↓ 117 ↓ (45) ↓ 6 ↓ (1) ↓ 11 ↓ (6) ↓ 17 ↓ (29) ↓ (17) ↓ 4 ↓ 1 ↓ 100 ↓ 117 ↓ 6 ↓ 29 ↓ 0 ↓ 0 ↓ 0 ↓ + 30 0.5%	
56 Foothills Bl & Junction Bl					56 Foothills Bl & Junction Bl					56 Foothills Bl & Junction Bl				
In 45 ↓ 1 ↓ 1 1,129 ↓ 8 ↓ 80 ↓ 11 ↓ 100 ↓ Ov 23 ↓ 5 ↓ 71 ↓ 52 ↓ 1 ↓ 1 ↓ 1,724 ↓ 32 In LOS: A V/C: 0.52			In 139 ↓ 1 ↓ 1 2,146 ↓ 25 ↓ 99 ↓ 16 ↓ 133 ↓ Ov 31 ↓ 15 ↓ 65 ↓ 219 ↓ 1 ↓ 1 ↓ 1,555 ↓ 93 In LOS: C V/C: 0.81		In 44 ↓ 1 ↓ 1 1,120 ↓ 8 ↓ 74 ↓ 11 ↓ 103 ↓ Ov 21 ↓ 6 ↓ 72 ↓ 58 ↓ 1 ↓ 1 ↓ 1,736 ↓ 32 In LOS: A V/C: 0.52			In 143 ↓ 1 ↓ 1 2,112 ↓ 21 ↓ 99 ↓ 17 ↓ 125 ↓ Ov 30 ↓ 16 ↓ 66 ↓ 193 ↓ 1 ↓ 1 ↓ 1,528 ↓ 93 In LOS: C V/C: 0.79		(1) ↓ (9) ↓ 0 ↓ 0 ↓ 1 ↓ (10) ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 1 ↓ (6) ↓ 18 ↓ 12 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ + 5 0.2%			4 ↓ (34) ↓ (4) ↓ 1 ↓ 1 ↓ (34) ↓ 1 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ (53) ↓ (27) ↓ (31) ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ - (93) -2.1%	
57 Foothills Bl & Mcanally Dr					57 Foothills Bl & Mcanally Dr					57 Foothills Bl & Mcanally Dr				
Ig 59 ↓ 1 ↓ 1 483 ↓ 93 ↓ 589 ↓ 1,389 ↓ 165 ↓ Ov 203 ↓ 482 ↓ 492 ↓ 166 ↓ 1 ↓ 1 ↓ 1,420 ↓ 516 Ig LOS: C V/C: 0.79			Ig 422 ↓ 1 ↓ 1 1,525 ↓ 178 ↓ 311 ↓ 1,089 ↓ 104 ↓ Ov 111 ↓ 1,588 ↓ 757 ↓ 340 ↓ 1 ↓ 1 ↓ 834 ↓ 626 Ig LOS: D V/C: 0.85		Ig 77 ↓ 1 ↓ 1 483 ↓ 91 ↓ 588 ↓ 1,523 ↓ 165 ↓ Ov 192 ↓ 574 ↓ 480 ↓ 167 ↓ 1 ↓ 1 ↓ 1,421 ↓ 520 Ig LOS: D V/C: 0.82			Ig 429 ↓ 1 ↓ 1 1,530 ↓ 169 ↓ 375 ↓ 1,250 ↓ 105 ↓ Ov 88 ↓ 1,738 ↓ 716 ↓ 341 ↓ 1 ↓ 1 ↓ 833 ↓ 595 Ig LOS: E V/C: 0.91		18 ↓ 0 ↓ (2) ↓ 69 ↓ 92 ↓ 16 ↓ (1) ↓ 134 ↓ 0 ↓ Ov (11) ↓ 0 ↓ (12) ↓ 6 ↓ 1 ↓ 1 ↓ 4 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ + 224 3.7%			7 ↓ 5 ↓ (9) ↓ 86 ↓ 150 ↓ 3 ↓ (41) ↓ 64 ↓ 161 ↓ 1 ↓ 1 ↓ 297 ↓ (31) ↓ (31) ↓ 1 ↓ 1 ↓ 1 ↓ 1 ↓ 1 ↓ 1 ↓ 1 ↓ 1 ↓ 1 ↓ + 284 3.6%	
58 Foothills Bl & Pleasant Grove Bl					58 Foothills Bl & Pleasant Grove Bl					58 Foothills Bl & Pleasant Grove Bl				
In 10 ↓ 1 ↓ 1 1,281 ↓ 9 ↓ 46 ↓ 2 ↓ 4 ↓ Ov 24 ↓ 3 ↓ 35 ↓ 19 ↓ 1 ↓ 1 ↓ 1,779 ↓ 20 In LOS: A V/C: 0.53			In 50 ↓ 1 ↓ 1 2,164 ↓ 29 ↓ 33 ↓ 0 ↓ 23 ↓ Ov 24 ↓ 0 ↓ 23 ↓ 44 ↓ 1 ↓ 1 ↓ 1,893 ↓ 40 In LOS: B V/C: 0.61		In 10 ↓ 1 ↓ 1 1,287 ↓ 8 ↓ 46 ↓ 2 ↓ 46 ↓ Ov 11 ↓ 3 ↓ 36 ↓ 19 ↓ 1 ↓ 1 ↓ 1,754 ↓ 20 In LOS: A V/C: 0.51			In 50 ↓ 1 ↓ 1 2,078 ↓ 28 ↓ 33 ↓ 0 ↓ 23 ↓ Ov 23 ↓ 0 ↓ 23 ↓ 44 ↓ 1 ↓ 1 ↓ 1,863 ↓ 41 In LOS: A V/C: 0.59		0 ↓ 6 ↓ (1) ↓ (12) ↓ 0 ↓ 1 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ (25) ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ - (32) -1.0%			0 ↓ (86) ↓ (1) ↓ (1) ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ (29) ↓ (30) ↓ 1 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ - (117) -2.7%	
59 Foothills Blvd & Rand/Pilgrims					59 Foothills Blvd & Rand/Pilgrims					59 Foothills Blvd & Rand/Pilgrims				
Ig 43 ↓ 1 ↓ 1 1,698 ↓ 129 ↓ 118 ↓ 204 ↓ 202 ↓ Ov 37 ↓ 45 ↓ 167 ↓ 116 ↓ 1 ↓ 1 ↓ 1,918 ↓ 93 Ig LOS: B V/C: 0.64			Ig 106 ↓ 1 ↓ 1 2,178 ↓ 76 ↓ 97 ↓ 78 ↓ 143 ↓ Ov 124 ↓ 304 ↓ 185 ↓ 201 ↓ 1 ↓ 1 ↓ 2,345 ↓ 65 Ig LOS: C V/C: 0.77		Ig 40 ↓ 1 ↓ 1 1,856 ↓ 138 ↓ 117 ↓ 223 ↓ 197 ↓ Ov 39 ↓ 45 ↓ 167 ↓ 114 ↓ 1 ↓ 1 ↓ 1,973 ↓ 92 Ig LOS: B V/C: 0.66			Ig 99 ↓ 1 ↓ 1 2,224 ↓ 80 ↓ 96 ↓ 76 ↓ 144 ↓ Ov 128 ↓ 314 ↓ 185 ↓ 289 ↓ 1 ↓ 1 ↓ 2,397 ↓ 65 Ig LOS: C V/C: 0.81		(3) ↓ 158 ↓ 9 ↓ 2 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 52 ↓ 55 ↓ (1) ↓ 19 ↓ 31 ↓ (5) ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ + 231 4.8%			(7) ↓ 46 ↓ 4 ↓ 14 ↓ 10 ↓ 43 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ (1) ↓ 140 ↓ 52 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ 0 ↓ + 195 3.3%	
60 Foothills Bl & Vineyard Rd					60 Foothills Bl & Vineyard Rd					60 Foothills Bl & Vineyard Rd				

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
61 Galleria & Antelope Creek		61 Galleria & Antelope Creek		61 Galleria & Antelope Creek		61 Galleria & Antelope Creek		+ 18 0.5%		+ 7 0.1%	
62 Galleria & Berry		62 Galleria & Berry		62 Galleria & Berry		62 Galleria & Berry		+ 52 1.5%		+ 93 2.3%	
63 Galleria & Roseville Pkwy		63 Galleria & Roseville Pkwy		63 Galleria & Roseville Pkwy		63 Galleria & Roseville Pkwy		+ 113 1.5%		+ 94 1.0%	
64 Harding & Wills		64 Harding & Wills		64 Harding & Wills		64 Harding & Wills		+ 53 1.5%		+ 71 1.8%	
65 Harding Bl & Estates Dr		65 Harding Bl & Estates Dr		65 Harding Bl & Estates Dr		65 Harding Bl & Estates Dr		+ 4 0.2%		+ 26 1.0%	
66 Harding Bl & Lead Hill Bl		66 Harding Bl & Lead Hill Bl		66 Harding Bl & Lead Hill Bl		66 Harding Bl & Lead Hill Bl		+ 33 1.0%		+ 23 0.6%	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 9 558 11 21 3 9 In		In 7 2 28 25 828 20 In		In 7 2 27 24 835 20 In		In 7 2 103 90 722 38 In		0 (5) 0 1 0 1 0 (1) 0		(1) 1 0 2 0 1 0 11 (1)	
N/S Protected E/W Permitted	LOS: A V/C: 0.33	N/S Protected E/W Permitted	LOS: B V/C: 0.62	N/S Protected E/W Permitted	LOS: A V/C: 0.33	N/S Protected E/W Permitted	LOS: B V/C: 0.62	+ 1	0.1%	+ 10	0.4%
67 Harding Bl & Roseville Square				67 Harding Bl & Roseville Square				67 Harding Bl & Roseville Square			
Ov 39 17 242 76 732 2 6 62 13 Ov		Ov 78 13 127 27 254 3 8 9 Ov Ov		Ov 39 17 310 70 884 3 6 62 10 Ov		Ov 63 11 129 25 399 5 8 7 Ov Ov		0 0 68 (6) 152 1 (3) 0 (3) (8) 6 (1) (3) 0 (3)		(15) (2) 2 148 41 (2) (15) 144 2 0 0 (2)	
N/S Permitted E/W Protected	LOS: A V/C: 0.45	N/S Permitted E/W Protected	LOS: A V/C: 0.45	N/S Permitted E/W Protected	LOS: A V/C: 0.55	N/S Permitted E/W Protected	LOS: A V/C: 0.46	+ 209	13.1%	+ 277	15.8%
68 Junction & Stonecrest/Magenta				68 Junction & Stonecrest/Magenta				68 Junction & Stonecrest/Magenta			
In 0 0 0 0 656 145 77 0 120 Ov		In 0 0 0 0 459 29 36 0 73 Ov		In 0 0 0 0 896 146 76 0 105 Ov		In 0 0 0 0 462 30 37 0 72 Ov		0 0 0 6 7 (1) (16) 240 1 (1) 0 (15) 0 0 (1)		0 0 0 173 191 (18) 0 0 0 (1) 0 (1)	
N/S Permitted E/W Protected	LOS: A V/C: 0.34	N/S Permitted E/W Protected	LOS: A V/C: 0.39	N/S Permitted E/W Protected	LOS: A V/C: 0.42	N/S Permitted E/W Protected	LOS: A V/C: 0.45	+ 231	17.9%	+ 177	9.8%
69 Junction Bl & Americana Dr				69 Junction Bl & Americana Dr				69 Junction Bl & Americana Dr			
Ov 380 0 49 48 803 0 631 1,285 0 0 0 0 Ig		Ov 1,014 0 64 97 1,142 0 307 1,239 0 0 0 0 Ig		Ov 410 0 43 44 993 0 798 1,370 0 0 0 0 Ig		Ov 1,080 0 53 93 1,232 0 486 1,337 0 0 0 0 Ig		30 0 0 24 186 190 167 0 0 85 0 0 (6) 0 0 (4) 0 0		66 0 0 55 86 90 179 0 0 98 0 0 (11) 0 0 (4) 0 0	
N/S Permitted E/W Protected	LOS: A V/C: 0.51	N/S Permitted E/W Protected	LOS: C V/C: 0.72	N/S Permitted E/W Protected	LOS: B V/C: 0.63	N/S Permitted E/W Protected	LOS: C V/C: 0.77	+ 462	14.5%	+ 418	10.8%
70 Junction Bl & Baseline Rd				70 Junction Bl & Baseline Rd				70 Junction Bl & Baseline Rd			
In 141 206 128 79 191 18 187 545 19 148 405 18 In		In 49 289 41 47 846 13 27 316 148 112 176 54 In		In 140 205 128 79 189 30 184 693 3 144 289 60 In		In 49 153 41 47 1,002 54 29 325 218 98 172 63 In		(1) (1) 0 10 12 (2) (3) 148 671 (4) (116) 42 (2) 0 (78)		0 (136) 0 (136) 197 156 2 9 18 (14) (4) 9 (9) 41 (9)	
N/S Protected E/W Protected	LOS: B V/C: 0.60	N/S Protected E/W Protected	LOS: B V/C: 0.64	N/S Protected E/W Protected	LOS: B V/C: 0.60	N/S Protected E/W Protected	LOS: A V/C: 0.59	+ 59	2.8%	+ 133	6.3%
71 Junction Bl & Country Club Dr				71 Junction Bl & Country Club Dr				71 Junction Bl & Country Club Dr			
Ov 17 49 120 54 355 74 45 927 11 92 92 92 Ov		Ov 20 4 46 69 1,226 88 29 343 14 6 5 43 Ov		Ov 21 49 116 52 347 74 47 1,143 12 11 92 92 Ov		Ov 24 4 42 61 1,369 87 37 487 8 6 5 43 Ov		4 0 0 (4) 10 0 (10) 0 0 (8) 0 0 (2) 0 0		4 0 0 (4) 134 143 8 0 0 (6) 0 0 (1) 0 0	
N/S Protected E/W Protected	LOS: A V/C: 0.52	N/S Protected E/W Protected	LOS: A V/C: 0.48	N/S Protected E/W Protected	LOS: A V/C: 0.59	N/S Protected E/W Protected	LOS: A V/C: 0.53	+ 208	11.3%	+ 280	14.8%
72 Junction Bl & Park Regency Dr				72 Junction Bl & Park Regency Dr				72 Junction Bl & Park Regency Dr			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 0 0 0 535 41 0 621 49 Ov		In 0 0 0 807 132 0 782 125 Ov		In 0 0 0 537 41 0 660 49 Ov		In 0 0 0 822 132 0 779 124 Ov		0 0 0 2 2 0 0 39 0		0 0 0 15 15 0 0 (3) (1)	
N/S Permitted	LOS: A	N/S Permitted	LOS: A	N/S Permitted	LOS: A	N/S Permitted	LOS: A	+ 41	3.2%	+ 11	0.5%
E/W Protected	V/C: 0.26	E/W Protected	V/C: 0.43	E/W Protected	V/C: 0.27	E/W Protected	V/C: 0.42				
79 Lead Hill Bl & Wal-Mart				79 Lead Hill Bl & Wal-Mart				79 Lead Hill Bl & Wal-Mart			
Ov 81 503 234 84 6 15 In 187 8 75		Ov 122 724 242 224 14 92 In 381 20 146		Ov 81 503 232 85 6 16 In 186 8 77		Ov 122 720 245 220 14 96 In 377 20 150		0 0 (2) 1 0 2 0 0 3		0 (4) 3 (1) 0 4 0 1 3	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	+ 1	0.1%	+ 0	0.0%
E/W Split Phase	V/C: 0.36	E/W Split Phase	V/C: 0.53	E/W Split Phase	V/C: 0.37	E/W Split Phase	V/C: 0.53				
80 N Sunrise Av & Automall Dr				80 N Sunrise Av & Automall Dr				80 N Sunrise Av & Automall Dr			
In 0 0 0 189 0 58 In 0 0 0 In		In 0 0 0 270 0 43 In 0 0 0 In		In 0 0 0 196 0 57 In 0 0 0 In		In 0 0 0 274 0 46 In 0 0 0 In		0 5 9 6 0 6 0 7 (1) 0		0 (6) (30) (36) 0 0 7 0 3	
N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: A	+ 26	1.6%	- (48)	-2.1%
E/W Protected	V/C: 0.43	E/W Protected	V/C: 0.61	E/W Protected	V/C: 0.45	E/W Protected	V/C: 0.59				
81 N Sunrise Av & Stone Point Dr				81 N Sunrise Av & Stone Point Dr				81 N Sunrise Av & Stone Point Dr			
In 18 544 238 15 2 16 In 176 2 36		In 75 1,167 247 100 24 74 In 399 14 153		In 18 545 237 16 2 16 In 174 2 35		In 75 1,165 247 99 24 75 In 401 14 153		0 1 (1) 0 1 2 (3) 0 (1)		0 (2) 0 (2) 0 0 2 0 0	
N/S Protected	LOS: A	N/S Protected	LOS: B	N/S Protected	LOS: A	N/S Protected	LOS: B	- (12)	-0.6%	- (9)	-0.3%
E/W Split Phase	V/C: 0.47	E/W Split Phase	V/C: 0.62	E/W Split Phase	V/C: 0.47	E/W Split Phase	V/C: 0.62				
82 N. Sunrise & Sierra Gardens				82 N. Sunrise & Sierra Gardens				82 N. Sunrise & Sierra Gardens			
In 5 2 13 1 150 24 In 4 261 23		In 8 1 6 3 508 14 In 15 227 10		In 5 2 13 1 151 24 In 251 23 1		In 8 1 6 3 494 14 In 15 228 10		0 0 0 0 0 1 (10) 0 0		0 0 0 0 0 0 1 1 0	
N/S Split Phase	LOS: A	N/S Split Phase	LOS: A	N/S Split Phase	LOS: A	N/S Split Phase	LOS: A	- (9)	-1.7%	- (13)	-1.6%
E/W Protected	V/C: 0.14	E/W Protected	V/C: 0.20	E/W Protected	V/C: 0.13	E/W Protected	V/C: 0.20				
83 Olympus Dr & Europa St				83 Olympus Dr & Europa St				83 Olympus Dr & Europa St			
In 35 0 68 174 654 10 In 132 232 8		In 217 0 132 79 317 2 In 65 553 5		In 36 0 67 180 654 10 In 128 226 8		In 222 0 129 83 328 2 In 62 563 5		1 0 (1) 6 0 0 (10) 0 0		5 2 0 4 11 0 7 10 0	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	- (4)	-0.3%	+ 24	1.7%
E/W Protected	V/C: 0.30	E/W Protected	V/C: 0.42	E/W Protected	V/C: 0.29	E/W Protected	V/C: 0.43				
84 PFE & Hilltop				84 PFE & Hilltop				84 PFE & Hilltop			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project						2025 Cumulative Plus Project						2025 Cumulative Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Ov 149 958 42 87 251 148 Ov LOS: A V/C: 0.55			Ov 213 900 135 282 431 585 Ov LOS: D V/C: 0.87			Ov 143 958 42 95 252 151 Ov LOS: A V/C: 0.55			Ov 210 893 135 276 421 572 Ov LOS: D V/C: 0.86			(6) 0 0 (6) 8 1 3 (3) (8) 5 (24) 4			(3) (7) 0 (10) (6) (10) (13) 2 1 (3) (5) 5		
85 Pleasant Grove & Fairway						85 Pleasant Grove & Fairway						85 Pleasant Grove & Fairway					
lg 6 988 17 27 308 607 lg LOS: B V/C: 0.69			lg 5 1,210 31 36 302 701 lg LOS: D V/C: 0.85			lg 30 1,026 13 63 645 526 lg LOS: C V/C: 0.75			lg 50 1,204 28 65 477 359 lg LOS: E V/C: 1.00			(2) 105 172 (160) 61 + 465 8.4%			(5) 330 113 104 51 235 + 440 7.0%		
86 Pleasant Grove & Fiddymont						86 Pleasant Grove & Fiddymont						86 Pleasant Grove & Fiddymont					
lg 8 6 126 19 2,105 20 lg LOS: B V/C: 0.63			lg 12 8 66 9 2,066 9 lg LOS: C V/C: 0.73			lg 9 6 126 20 2,299 25 lg LOS: B V/C: 0.67			lg 15 7 65 9 2,153 10 lg LOS: C V/C: 0.78			(15) 70 0 (2) + 257 6.6%			(1) 86 0 (1) + 215 4.6%		
87 Pleasant Grove & Gold Coast/Hallissy						87 Pleasant Grove & Gold Coast/Hallissy						87 Pleasant Grove & Gold Coast/Hallissy					
In 43 12 218 14 18 46 In LOS: A V/C: 0.32			In 58 27 294 14 14 35 In LOS: A V/C: 0.50			In 43 12 214 14 18 46 In LOS: A V/C: 0.32			In 58 27 306 14 14 35 In LOS: A V/C: 0.50			(4) 0 (4) (7) 2 - (11) -0.6%			(25) 12 0 (10) (13) 3 - (23) -0.7%		
88 Pleasant Grove & Highland Park						88 Pleasant Grove & Highland Park						88 Pleasant Grove & Highland Park					
Ov 24 6 79 42 627 5 Ov LOS: A V/C: 0.29			Ov 23 4 79 16 766 15 Ov LOS: A V/C: 0.33			Ov 63 122 53 111 903 11 Ov LOS: A V/C: 0.48			Ov 96 125 72 58 708 20 Ov LOS: A V/C: 0.53			(5) 103 75 (33) 215 94 115 + 662 45.4%			(22) 246 142 366 246 120 + 788 44.5%		
89 Pleasant Grove & Market						89 Pleasant Grove & Market						89 Pleasant Grove & Market					
In 30 724 0 45 1,212 0 In LOS: A V/C: 0.46			In 54 1,540 0 49 1,041 0 In LOS: A V/C: 0.57			In 24 967 0 52 1,578 0 In LOS: A V/C: 0.58			In 36 1,877 0 57 1,381 0 In LOS: B V/C: 0.69			(6) 243 0 (8) 0 0 0 + 605 28.2%			(18) 337 0 319 0 0 0 + 669 24.3%		
90 Pleasant Grove & Michener						90 Pleasant Grove & Michener						90 Pleasant Grove & Michener					

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas							
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
Ov 13 5 14 48 735 56 26 787 4 Ov 26 787 4 5 20 73 Ov		Ov 36 21 24 10 982 88 19 992 6 Ov 19 992 6 5 8 30 Ov		Ov 14 7 16 56 597 45 27 1,041 4 Ov 27 1,041 4 9 28 50 Ov		Ov 36 32 31 13 1,179 62 20 893 10 Ov 20 893 10 5 14 18 Ov		1 5 2 (141) (138) (11) 8 1 254 557 4 (11) 8 (23)		0 11 7 174 197 (26) 3 1 (99) (46) 0 6 (12)		+ 108 6.0%		+ 92 4.1%	
91 Pleasant Grove & Monument				91 Pleasant Grove & Monument				91 Pleasant Grove & Monument							
In 5 0 28 6 731 0 11 1,205 0 In 11 1,205 0 0 0 0 In		In 22 0 61 82 1,491 0 8 1,025 0 In 8 1,025 0 0 0 0 In		In 7 0 24 4 980 0 10 1,583 0 In 10 1,583 0 0 0 0 In		In 23 0 57 76 1,844 0 11 1,378 0 In 11 1,378 0 0 0 0 In		2 0 (4) 247 (2) 249 0 (1) 378 446 0 0 0		1 0 (4) 347 (6) 353 0 3 353 956 0 0 0		+ 622 31.3%		+ 700 26.0%	
92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek							
Ig 58 735 165 186 727 861 34 1,205 879 Ig 34 1,205 879 424 1,024 491 Ig		Ig 53 1,042 407 185 1,697 861 44 1,422 709 Ig 44 1,422 709 499 1,061 1,097 Ig		Ig 58 693 163 179 753 844 34 1,239 1,034 Ig 34 1,239 1,034 452 1,005 488 Ig		Ig 60 1,026 382 182 1,732 850 44 1,471 744 Ig 44 1,471 744 542 1,052 1,087 Ig		0 (42) (2) 2 (7) 26 (44) 0 34 601 28 (19) (3)		7 (16) (25) 21 (3) 35 (34) 0 49 48 43 (9) (10)		+ 153 2.3%		+ 95 1.0%	
93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy							
Ov 21 0 114 58 688 0 3 1,095 0 Ov 3 1,095 0 0 0 0 Ov		Ov 8 0 120 234 1,285 0 12 910 0 Ov 12 910 0 0 0 0 Ov		Ov 21 0 106 50 946 0 2 1,479 0 Ov 2 1,479 0 0 0 0 Ov		Ov 7 0 105 199 1,674 0 12 1,281 0 Ov 12 1,281 0 0 0 0 Ov		0 (8) (6) 250 (8) 258 0 (1) 384 386 0 0 0		(1) 0 (15) 354 (35) 389 0 0 371 446 0 0 0		+ 625 31.6%		+ 709 27.6%	
94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City							
Ig 118 1,826 180 20 2 30 170 7 106 Ig 170 7 106 138 1,522 88 Ig		Ig 304 2,122 89 199 5 138 513 6 390 Ig 513 6 390 324 2,515 31 Ig		Ig 116 1,812 177 19 2 31 168 7 108 Ig 168 7 108 141 1,543 93 Ig		Ig 301 2,125 87 192 5 147 506 6 397 Ig 506 6 397 327 2,522 34 Ig		(2) (14) (3) 0 (1) 0 (19) (2) 0 0 3 29 21 5		(3) 3 (2) 2 (7) 0 9 (7) 0 0 3 13 7 3		+ 10 0.2%		+ 13 0.2%	
95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe							
Ov 169 480 99 129 855 162 195 1,546 56 Ov 195 1,546 56 137 1,061 297 Ig		Ov 183 1,021 122 190 2,015 315 52 1,582 164 Ov 52 1,582 164 188 666 361 Ig		Ov 162 479 98 132 929 161 117 1,740 62 Ov 117 1,740 62 135 1,055 303 Ig		Ov 103 1,058 119 187 2,141 320 54 1,690 169 Ov 54 1,690 169 219 687 343 Ig		(7) (1) (1) 3 (78) 74 (9) (2) 76 (1) 9 (2) (6) 6		(80) 37 (3) 128 (3) 126 5 2 108 511 31 34 21 (18)		+ 187 3.6%		+ 231 3.4%	
96 Pleasant Grove & Washington				96 Pleasant Grove & Washington				96 Pleasant Grove & Washington							

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 0000 699 75 0 1,856 33 In Permitted Protected V/C: 0.65 LOS: B		In 0000 1,981 382 0 1,464 151 In Permitted Protected V/C: 0.68 LOS: B		In 0000 820 71 0 2,120 12 In Permitted Protected V/C: 0.62 LOS: B		In 0000 2,289 238 0 1,707 137 In Permitted Protected V/C: 0.58 LOS: A		000 117 121 (4) 0 264 87 (21) 0 11 0 (125) + 246 7.8%		000 164 308 (144) 0 243 627 (14) 0 (87) 0 (8) + 298 6.9%	
97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr			
Ig 97 417 219 244 532 53 117 1,093 208 Ig Protected Protected V/C: 0.58 LOS: A		Ig 221 927 365 284 1,323 491 109 937 176 Ig Protected Protected V/C: 0.82 LOS: D		Ig 134 454 155 251 732 71 125 1,410 241 Ig Protected Protected V/C: 0.63 LOS: B		Ig 180 845 358 184 1,669 417 136 1,242 177 Ig Protected Protected V/C: 0.84 LOS: D		37 37 (6-4) 225 200 18 8 0 (108) 317 85 (38) 33 (70) + 485 11.0%		(41) (82) (7) 172 346 (74) 27 13 43 305 55 92 (62) + 418 6.9%	
98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl			
In 5 260 63 13 0 6 7 2 3 Ov Protected Split Phase V/C: 0.54 LOS: A		In 14 1,554 77 62 6 52 12 8 6 Ov Protected Split Phase V/C: 0.60 LOS: B		In 5 270 63 13 0 6 7 2 3 Ov Protected Split Phase V/C: 0.54 LOS: A		In 15 1,548 76 62 6 52 11 8 6 Ov Protected Split Phase V/C: 0.59 LOS: A		0 10 0 0 0 0 0 10 0 0 0 0 + 1 0.1%		1 (6) (1) 0 0 0 (6) (1) 0 15 15 0 + 8 0.3%	
99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr			
In 0 249 27 131 17 77 0 0 0 In Protected Permitted V/C: 0.52 LOS: A		In 0 1,470 160 102 0 5 0 0 0 In Protected Permitted V/C: 0.49 LOS: A		In 0 260 27 131 17 77 0 0 0 In Protected Permitted V/C: 0.51 LOS: A		In 0 1,465 159 102 0 4 0 0 0 In Protected Permitted V/C: 0.49 LOS: A		0 11 0 0 0 0 0 11 0 0 0 0 + 4 0.2%		0 (5) (1) 0 0 0 (6) (1) 0 16 16 0 + 9 0.3%	
100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr			
Ig 3 256 55 18 18 47 6 26 35 Ov Protected Split Phase V/C: 0.58 LOS: A		Ig 31 1,337 47 146 23 152 6 21 127 Ov Protected Split Phase V/C: 0.67 LOS: B		Ig 3 266 63 18 18 47 6 26 35 Ov Protected Split Phase V/C: 0.59 LOS: A		Ig 30 1,332 47 146 23 152 6 21 127 Ov Protected Split Phase V/C: 0.67 LOS: B		0 10 8 0 0 0 0 18 0 0 0 0 + 11 0.6%		(1) (5) 0 0 0 0 (6) 0 0 14 13 0 + 8 0.3%	
101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr			
In 3 0 34 60		In 30 0 272 47 262 1 26 249 0 0 0 In Protected Protected V/C: 0.29 LOS: A		In 3 0 34 60		In 30 0 246 51 262 1 26 249 0 0 0 In Protected Protected V/C: 0.27 LOS: A		0 0 0 0 0 0 0 0 0 0 0 0 + 0 0.0%		0 (26) (26) 4 0 0 0 0 0 0 0 0 - (22) -2.5%	
102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project						2025 Cumulative Plus Project						2025 Cumulative Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
In 000 000 1,763 72 000 1,930 86 In N/S Protected LOS: A E/W Protected V/C: 0.56			In 000 000 1,953 394 000 2,178 171 In N/S Protected LOS: C E/W Protected V/C: 0.81			In 000 000 1,781 72 000 2,032 84 In N/S Protected LOS: A E/W Protected V/C: 0.59			In 000 000 1,968 432 000 2,185 172 In N/S Protected LOS: D E/W Protected V/C: 0.83			000 1818 000 300 (1)04 + 121 3.0%			000 5315 000 3800 (1) + 61 1.3%		
103 Roseville Parkway & Chase						103 Roseville Parkway & Chase						103 Roseville Parkway & Chase					
Ov 732 76 412 1,797 51 100 1,960 23 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.52			Ov 3025 233 302 2,405 40 95 2,675 7 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.79			Ov 752 74 420 1,775 51 91 2,030 23 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.53			Ov 3015 234 328 2,430 40 95 2,676 7 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.79			200 (2) 8 (14) (22) 00 (9) 19 000 + 47 1.0%			(1)01 5125 00 00 (1)0 + 51 0.8%		
104 Roseville Parkway & Creekside Ridge						104 Roseville Parkway & Creekside Ridge						104 Roseville Parkway & Creekside Ridge					
Ov 2504 411 917 1,559 5 242 1,809 8 Ov N/S Permitted LOS: D E/W Protected V/C: 0.88			Ov 3153 1,082 673 2,006 15 203 2,050 3 Ov N/S Permitted LOS: D E/W Protected V/C: 0.83			Ov 2514 410 906 1,576 5 266 1,891 8 Ov N/S Permitted LOS: D E/W Protected V/C: 0.89			Ov 3193 1,081 675 2,055 15 206 2,053 3 Ov N/S Permitted LOS: D E/W Protected V/C: 0.84			100 (1) 6 17 (11) 00 24 901 000 + 112 2.1%			401 5149 30 00 00 + 60 0.9%		
105 Roseville Parkway & Gibson						105 Roseville Parkway & Gibson						105 Roseville Parkway & Gibson					
Ov 4692 8 32 1,872 294 307 2,206 372 Ig N/S Protected LOS: C E/W Protected V/C: 0.75			Ov 219199 34 29 2,528 249 80 2,349 700 Ig N/S Protected LOS: E E/W Protected V/C: 0.91			Ov 4990 7 33 1,874 287 297 2,224 396 Ig N/S Protected LOS: C E/W Protected V/C: 0.75			Ov 231188 35 29 2,574 247 78 2,340 677 Ig N/S Protected LOS: E E/W Protected V/C: 0.92			300 (2) 1 2 (7) 00 (10) 18 24 7 + 39 0.7%			1201 4446 20 00 (2) + 1 0.0%		
106 Roseville Parkway & N. Sunrise						106 Roseville Parkway & N. Sunrise						106 Roseville Parkway & N. Sunrise					
Ig 221 8 17 2,216 271 13 1,950 117 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.54			Ig 80157 3 91 2,252 213 35 2,831 162 Ig N/S Split Phase LOS: C E/W Protected V/C: 0.77			Ig 221 8 17 2,221 270 13 2,031 117 Ig N/S Split Phase LOS: A E/W Protected V/C: 0.55			Ig 80167 91 97 2,310 230 35 2,822 169 Ig N/S Split Phase LOS: C E/W Protected V/C: 0.79			000 45 (1) 00 15 11 81 18 1 3 11 + 100 2.0%			01088 8158 98 17 06 2 00 (9) (2) 3 1 2 + 183 2.9%		
107 Roseville Parkway & Reserve						107 Roseville Parkway & Reserve						107 Roseville Parkway & Reserve					
Ov 4860 87 83 1,675 0 336 1,899 2 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.55			Ov 4400 112 132 2,195 7 615 1,838 2 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.76			Ov 4830 87 83 1,675 0 336 1,925 2 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.55			Ov 4400 113 131 2,239 7 616 1,844 2 Ov N/S Split Phase LOS: C E/W Protected V/C: 0.77			(3)00 00 00 00 00 + 23 0.5%			001 4344 10 00 00 + 51 1.0%		
108 Roseville Parkway & Secret Ravine						108 Roseville Parkway & Secret Ravine						108 Roseville Parkway & Secret Ravine					

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 109 122 584 192 1,884 53 Ov LOS: D V/C: 0.88 Ov 183 1,876 140 260 171 329 Ov LOS: D V/C: 0.88		Ov 139 363 484 209 2,374 327 Ov LOS: D V/C: 0.84 Ov 770 2,260 198 346 332 162 Ov LOS: D V/C: 0.84		Ov 115 132 586 195 1,945 58 Ov LOS: D V/C: 0.85 Ov 176 1,871 149 245 180 298 Ov LOS: D V/C: 0.85		Ov 142 367 478 221 2,360 332 Ov LOS: D V/C: 0.85 Ov 748 2,308 203 346 348 149 Ov LOS: D V/C: 0.85		(3) (5) 9 (37) 9 (31) 6 10 2 18 3 61 5 + 47 0.8% (6) (22) 48 5 3 16 (13) 3 4 31 1 12 0 5 + 38 0.5%			
109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor			
Ig 60 1 16 25 2,103 6 Ig LOS: A V/C: 0.46 Ig 187 1 90 155 2,989 42 Ig LOS: A V/C: 0.58		Ig 83 2,461 33 19 1 28 Ig LOS: A V/C: 0.58 Ig 24 2,370 10 51 1 43 Ig LOS: A V/C: 0.46		Ig 83 2,521 34 19 1 28 Ig LOS: A V/C: 0.58 Ig 179 1 90 160 2,986 41 Ig LOS: A V/C: 0.58		(8) 0 61 60 1 0 0 1 0 0 5 5 0 0 + 86 1.8% (1) 0 0 0 0 7 18 (1) 0 0 0 0 + 54 0.9%					
110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall			
In 0 1,764 127 0 0 0 In LOS: A V/C: 0.54 In 0 1,767 118 0 0 0 In LOS: B V/C: 0.62		In 0 1,790 127 0 0 0 In LOS: A V/C: 0.54 In 0 1,774 118 0 0 0 In LOS: B V/C: 0.63		(1) 0 0 (1) 0 0 26 0 26 0 0 0 + 24 0.6% (1) 0 0 0 0 0 7 0 7 0 0 0 + 49 1.1%							
111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr			
Ov 3 365 77 5 105 359 Ov LOS: A V/C: 0.53 Ov 36 846 445 37 619 464 Ov LOS: C V/C: 0.71		Ov 118 450 188 508 529 83 Ov LOS: C V/C: 0.71 Ov 524 473 84 510 543 170 Ov LOS: B V/C: 0.60		Ov 118 460 181 503 535 82 Ov LOS: C V/C: 0.71 Ov 36 734 549 38 535 553 Ov LOS: C V/C: 0.71		(57) 0 (7) 0 0 0 4 0 4 0 7 22 + 26 0.8% (7) 0 45 48 0 0 104 9 89 0 + 1 0.0%					
112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd			
In 48 19 10 30 11 145 Ov LOS: B V/C: 0.61 In 11 13 5 150 27 251 Ov LOS: B V/C: 0.66		In 48 19 10 30 11 144 Ov LOS: B V/C: 0.61 In 11 13 5 150 27 251 Ov LOS: B V/C: 0.65		(6) 0 (3) 0 0 25 0 25 0 0 (1) + 18 0.5% (7) 0 45 48 0 0 (22) 0 6 0 + 22 0.5%							
113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto			
In 0 1,057 26 0 864 19 Ov LOS: A V/C: 0.42 In 0 1,008 113 0 1,199 129 Ov LOS: A V/C: 0.51		In 0 1,035 26 0 890 19 Ov LOS: A V/C: 0.42 In 0 1,009 107 0 1,174 128 Ov LOS: A V/C: 0.50		(22) (22) 0 (1) (2) 0 0 0 0 26 0 0 + 3 0.1% (5) 1 (6) 2 0 0 0 0 0 2 0 - (29) -1.1%							
114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
</											

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project					
AM Peak Hour			PM Peak Hour		
Ov 49 3 14 733 2 239 380 24 In 11 733 2 79 41 6 N/S Split Phase LOS: A E/W Protected V/C: 0.52			Ov 251 72 13 626 38 39 825 69 In 10 626 38 43 6 6 N/S Split Phase LOS: A E/W Protected V/C: 0.52		
121 S Cirby Wy & Champion Oaks Dr					
In 0 71 319 0 235 0 0 0 In 266 0 235 543 400 Ov N/S Protected LOS: C E/W Permitted V/C: 0.75			In 0 524 316 422 0 445 0 0 0 Ov 276 346 N/S Protected LOS: C E/W Permitted V/C: 0.73		
122 S Cirby Wy & Old Auburn Rd					
In 175 0 52 27 294 18 65 225 11 In 27 294 12 0 23 N/S Split Phase LOS: A E/W Protected V/C: 0.29			In 128 0 13 30 298 12 176 443 23 In 30 298 12 1 12 N/S Split Phase LOS: A E/W Protected V/C: 0.33		
123 Secret Ravine & Scarborough/ Poppy Field					
In 50 799 4 1 1 3 92 16 144 In 82 1,240 15 N/S Protected LOS: A E/W Permitted V/C: 0.51			In 64 1,017 2 0 0 0 25 0 49 In 112 996 0 N/S Protected LOS: A E/W Permitted V/C: 0.45		
124 Sierra College & Miners Ravine					
Ov 58 677 1 2 1 1 133 1 174 Ov 179 1,143 2 N/S Protected LOS: A E/W Permitted V/C: 0.50			Ov 167 824 1 3 5 3 188 2 244 Ov 231 766 3 N/S Protected LOS: B E/W Permitted V/C: 0.60		
125 Sierra College & Secret Ravine					
Ig 52 605 251 129 513 12 109 295 20 Ig 503 1,223 46 N/S Protected LOS: B E/W Protected V/C: 0.62			Ig 207 1,447 239 228 393 45 96 503 524 Ig 104 1,132 31 N/S Protected LOS: A E/W Protected V/C: 0.57		
126 Sierra College Bl & Eureka Rd					
Ig 52 607 253 123 539 12 106 301 20 Ig 495 1,216 45 N/S Protected LOS: B E/W Protected V/C: 0.63			Ig 203 1,454 232 232 398 43 97 517 529 Ig 105 1,137 31 N/S Protected LOS: A E/W Protected V/C: 0.58		

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
127 Sierra College Bl & Indigo Creek Apts				127 Sierra College Bl & Indigo Creek Apts				127 Sierra College Bl & Indigo Creek Apts			
128 Sierra College Bl & Old Auburn Rd				128 Sierra College Bl & Old Auburn Rd				128 Sierra College Bl & Old Auburn Rd			
129 Sierra College Bl & Olympus Dr				129 Sierra College Bl & Olympus Dr				129 Sierra College Bl & Olympus Dr			
130 Stanford Ranch & Fairway				130 Stanford Ranch & Fairway				130 Stanford Ranch & Fairway			
131 Stanford Ranch & Five Star				131 Stanford Ranch & Five Star				131 Stanford Ranch & Five Star			
132 Stanford Ranch & Highland Park				132 Stanford Ranch & Highland Park				132 Stanford Ranch & Highland Park			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 43935135 61 25 50 41 26 28 In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 511,7535 77 18 38 65 12 63 In N/S Protected LOS: C E/W Permitted V/C: 0.73		In 44941135 66 24 50 41 26 28 In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 511,7526 76 17 38 67 11 63 In N/S Protected LOS: C E/W Permitted V/C: 0.73		16 70 0 4 (1) 0 0 0 1 (12) (13) 0 - (1) 0.0%		0(1) 1 (2) (1) 0 2 1 (1) 0 0 0 + 0 0.0%	
133 Sunrise & Coloma				133 Sunrise & Coloma				133 Sunrise & Coloma			
Ov 9 2 36 21 8 14 In N/S Protected LOS: A E/W Split Phase V/C: 0.59		Ov 23 0 226 24 0 252 In N/S Protected LOS: D E/W Split Phase V/C: 0.89		Ov 9 2 37 23 8 14 In N/S Protected LOS: A E/W Split Phase V/C: 0.59		Ov 22 0 237 27 0 242 In N/S Protected LOS: D E/W Split Phase V/C: 0.90		0 45 0 1 0 2 1 (14) (13) (2) + 34 0.9%		(1) 0 10 11 3 0 7 37 0 (10) + 45 0.9%	
134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington			
In 481,40030 44 14 24 48 29 2 In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 822,36437 67 22 90 51 18 11 In N/S Protected LOS: C E/W Permitted V/C: 0.70		In 481,44530 44 14 24 48 29 2 In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 822,36836 63 22 90 51 18 11 In N/S Protected LOS: C E/W Permitted V/C: 0.70		0 45 0 0 0 0 0 (12) (12) 0 + 33 0.8%		0 4 (1) (4) 0 0 0 33 34 0 (1) + 32 0.7%	
135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington			
Ov 34 0 37 0 0 0 In N/S Protected LOS: B E/W Split Phase V/C: 0.66		Ov 60 0 49 0 0 0 In N/S Protected LOS: B E/W Split Phase V/C: 0.62		Ov 34 0 37 0 0 0 In N/S Protected LOS: B E/W Split Phase V/C: 0.65		Ov 60 0 49 0 0 0 In N/S Protected LOS: B E/W Split Phase V/C: 0.62		0 0 0 0 0 0 0 (7) (7) 0 + 0 0.0%		0 0 0 0 0 0 0 1 1 0 + 1 0.0%	
136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr			
Ov 236 0 4 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.40		Ov 44 0 3 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.45		Ov 231 0 4 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.39		Ov 47 0 3 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.46		(5) 0 0 0 (3) (3) 0 - (2) -0.1%		3 0 0 0 (14) (15) 1 - (4) -0.2%	
137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr			
Ov 143 2 72 3 5 5 In N/S Protected LOS: B E/W Split Phase V/C: 0.60		Ov 297 4 193 1 3 5 In N/S Protected LOS: B E/W Split Phase V/C: 0.68		Ov 145 2 72 4 8 6 In N/S Protected LOS: B E/W Split Phase V/C: 0.61		Ov 333 4 214 1 3 4 In N/S Protected LOS: C E/W Split Phase V/C: 0.71		2 0 0 23 (2) 25 + 35 1.5%		36 0 21 0 2 (2) 4 + 104 3.1%	
138 Washington & Diamond Oaks				138 Washington & Diamond Oaks				138 Washington & Diamond Oaks			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S Protected LOS: B E/W Protected V/C: 0.61	N/S Protected LOS: A E/W Protected V/C: 0.49	N/S Protected LOS: A E/W Protected V/C: 0.57	N/S Protected LOS: A E/W Protected V/C: 0.45	- (180) -8.3%	- (216) -13.6%	N/S Permitted LOS: A E/W Protected V/C: 0.50	N/S Permitted LOS: C E/W Protected V/C: 0.79	N/S Permitted LOS: A E/W Protected V/C: 0.44	N/S Permitted LOS: B E/W Protected V/C: 0.66	- (68) -1.4%	- (71) -1.4%
145 Woodcreek Oaks & Traillee	145 Woodcreek Oaks & Traillee	145 Woodcreek Oaks & Traillee	145 Woodcreek Oaks & Traillee	145 Woodcreek Oaks & Traillee	145 Woodcreek Oaks & Traillee	146 SR 65 N/B Off & Blue Oaks Blvd	146 SR 65 N/B Off & Blue Oaks Blvd	146 SR 65 N/B Off & Blue Oaks Blvd	146 SR 65 N/B Off & Blue Oaks Blvd	146 SR 65 N/B Off & Blue Oaks Blvd	146 SR 65 N/B Off & Blue Oaks Blvd
N/S Permitted LOS: C E/W Permitted V/C: 0.71	N/S Permitted LOS: C E/W Permitted V/C: 0.80	N/S Permitted LOS: C E/W Permitted V/C: 0.71	N/S Permitted LOS: C E/W Permitted V/C: 0.81	+ 34 0.8%	+ 37 0.6%	N/S Permitted LOS: A E/W Protected V/C: 0.44	N/S Permitted LOS: A E/W Protected V/C: 0.56	N/S Permitted LOS: A E/W Protected V/C: 0.45	N/S Permitted LOS: A E/W Protected V/C: 0.56	+ 24 1.1%	+ 34 1.1%
147 Washington Blvd & Blue Oaks Blvd	147 Washington Blvd & Blue Oaks Blvd	147 Washington Blvd & Blue Oaks Blvd	147 Washington Blvd & Blue Oaks Blvd	147 Washington Blvd & Blue Oaks Blvd	147 Washington Blvd & Blue Oaks Blvd	148 I-80 WB Off & Douglas Blvd	148 I-80 WB Off & Douglas Blvd	148 I-80 WB Off & Douglas Blvd	148 I-80 WB Off & Douglas Blvd	148 I-80 WB Off & Douglas Blvd	148 I-80 WB Off & Douglas Blvd
						150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd
N/S Permitted LOS: A E/W Protected V/C: 0.52	N/S Permitted LOS: B E/W Protected V/C: 0.69	N/S Permitted LOS: A E/W Protected V/C: 0.52	N/S Permitted LOS: B E/W Protected V/C: 0.69	- (29) -0.7%	- (13) -0.2%	N/S Permitted LOS: A E/W Protected V/C: 0.52	N/S Permitted LOS: B E/W Protected V/C: 0.69	N/S Permitted LOS: A E/W Protected V/C: 0.52	N/S Permitted LOS: B E/W Protected V/C: 0.69	- (29) -0.7%	- (13) -0.2%
149 I-80 WB On & Atlantic St	149 I-80 WB On & Atlantic St	149 I-80 WB On & Atlantic St	149 I-80 WB On & Atlantic St	149 I-80 WB On & Atlantic St	149 I-80 WB On & Atlantic St	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd	150 SR 65 N/B Off & Pleasant Grove Blvd

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
598 0 146 0 1,600 0 0 1,067 183 0 0 0 In		574 0 337 1,933 0 0 2,471 285 0 0 0 In		589 0 135 1,590 0 1,062 186 0 0 0 In		555 0 351 1,950 0 2,439 285 0 0 0 In		(9) 0 (11) (10) 0 0 0 0 (5) (2) 3 0 0 0 - (32) -0.9%		(19) 0 14 17 0 0 0 0 (32) (22) 0 0 0 0 - (20) -0.4%	
151 SR 65 S/B Off & Pleasant Grove Blvd				151 SR 65 S/B Off & Pleasant Grove Blvd				151 SR 65 S/B Off & Pleasant Grove Blvd			
0 303 0 0 600 143 0 1,842 0 0 0 0 In		0 811 0 0 923 232 0 1,556 0 0 0 0 In		0 376 0 0 594 143 0 1,831 0 0 0 0 In		0 819 0 0 919 232 0 1,582 0 0 0 0 In		0 73 0 0 (6) (6) 0 0 0 (5) (11) 0 0 0 0 + 56 1.7%		0 8 0 0 (6) (4) 0 26 0 (32) (22) 0 0 0 0 + 28 0.7%	
152 I-80 WB Off & Riverside Ave				152 I-80 WB Off & Riverside Ave				152 I-80 WB Off & Riverside Ave			
146 1,127 0 0 456 0 0 823 659 0 0 0 In		292 1,703 0 0 937 0 0 1,372 1,663 0 0 0 In		146 1,134 0 0 456 0 0 814 651 0 0 0 In		288 1,704 0 0 937 0 0 1,371 1,681 0 0 0 In		0 7 0 0 0 0 0 (9) (8) 0 0 0 - (10) -0.3%		(4) 1 0 0 0 0 0 (1) 18 0 0 0 + 14 0.2%	
153 Stanford Ranch & Sr-65 N/B On				153 Stanford Ranch & Sr-65 N/B On				153 Stanford Ranch & Sr-65 N/B On			
0 818 358 0 98 0 0 1,368 174 0 0 0 In		0 1,463 532 0 199 0 0 635 2,845 0 456 0 In		0 829 356 0 98 0 0 1,352 172 0 0 0 In		0 1,450 534 0 199 0 0 2,855 454 0 0 0 In		0 11 (2) 0 0 0 0 (18) (2) 0 0 0 - (9) -0.3%		0 (13) 2 0 0 0 0 8 10 0 0 0 - (3) 0.0%	
154 Stanford Ranch/Galleria & Sr-65 S/B On				154 Stanford Ranch/Galleria & Sr-65 S/B On				154 Stanford Ranch/Galleria & Sr-65 S/B On			
239 0 142 274 1,713 0 252 1,682 226 133 407 793 In		268 0 668 283 2,797 0 367 1,557 306 185 473 589 In		251 0 152 275 1,697 0 241 1,688 226 131 379 808 In		267 0 683 299 2,822 0 362 1,566 306 188 464 591 In		12 0 10 (15) (16) 0 22 (11) (5) 6 (6) (2) 0 0 15 - (13) -0.2%		(1) 0 15 41 25 0 14 (5) 9 3 (4) (9) 0 0 0 + 55 0.7%	
155 Taylor & Eureka I-80 EB Off				155 Taylor & Eureka I-80 EB Off				155 Taylor & Eureka I-80 EB Off			
32 1 213 479 226 4 10 277 4 0 0 7 In		30 0 525 450 514 4 54 555 4 18 1 10 In		32 1 224 450 226 4 10 277 4 0 0 7 In		30 0 497 446 514 4 54 555 4 18 1 10 In		0 0 11 (29) 0 0 11 0 0 0 0 0 - (18) -1.4%		0 0 (28) (4) 0 0 0 0 0 0 0 0 - (32) -1.5%	
156 Fairway & Highland Park				156 Fairway & Highland Park				156 Fairway & Highland Park			

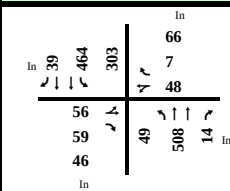
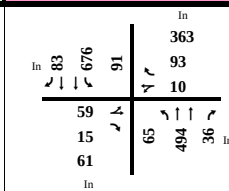
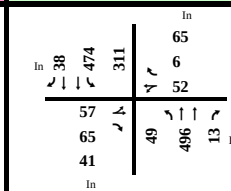
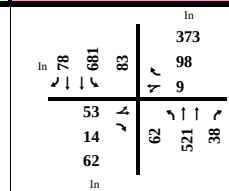
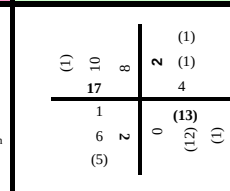
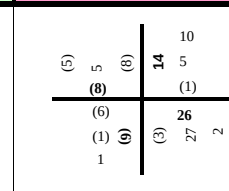
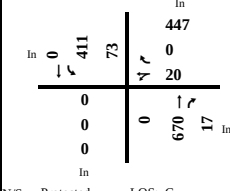
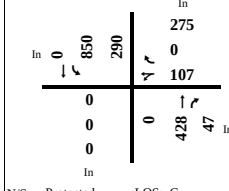
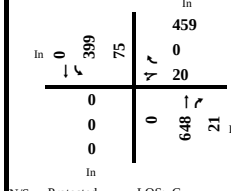
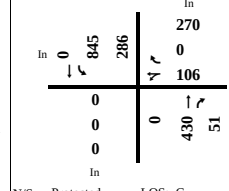
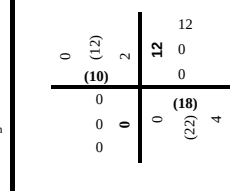
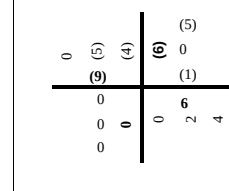
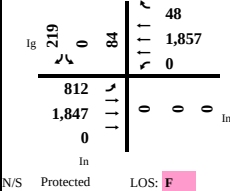
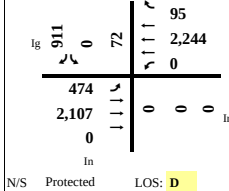
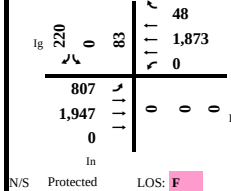
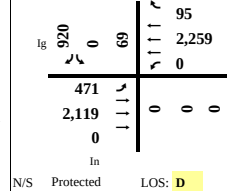
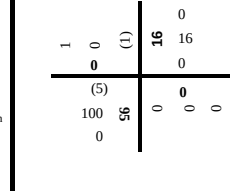
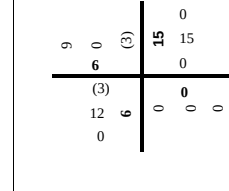
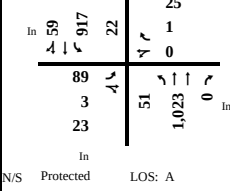
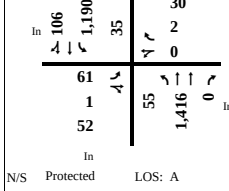
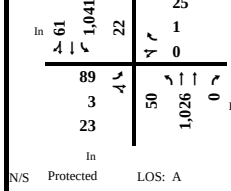
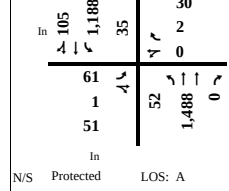
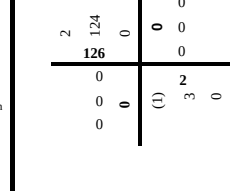
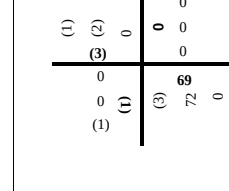
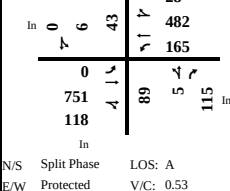
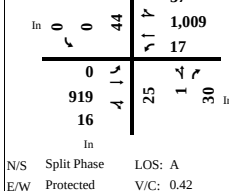
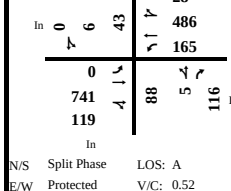
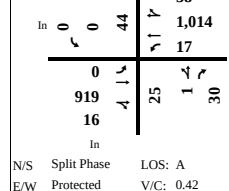
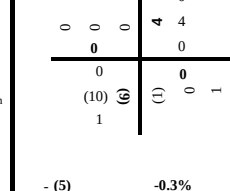
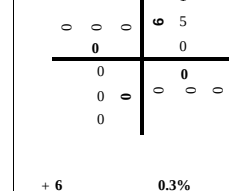
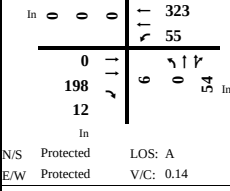
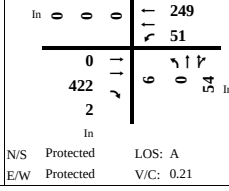
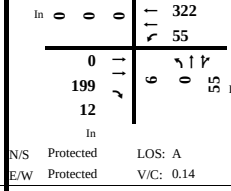
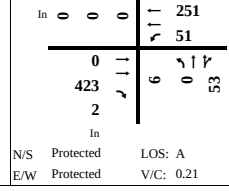
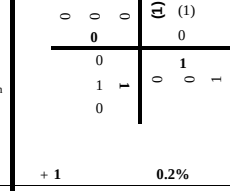
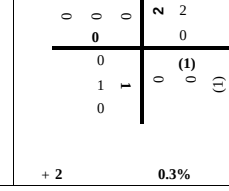
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave			
158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn			
159 Washington Blvd & Industrial				159 Washington Blvd & Industrial				159 Washington Blvd & Industrial			
160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC			
161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow			
162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project						2025 Cumulative Plus Project						2025 Cumulative Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
In 000 000 000 202 164 444 169 133 0 197 lg			In 000 000 000 450 214 282 175 174 0 182 lg			In 000 000 000 116 234 340 52 73 0 369 lg			In 000 000 000 331 485 165 97 61 0 326 lg			000 000 000 000 (16)(86) 70 0 112 (104)(172)(60)0172			000 000 000 000 152(119) 271 0 31 (117)(561)(113)0144		
N/S Protected E/W Protected			LOS: A V/C: 0.44			N/S Protected E/W Protected			LOS: A V/C: 0.42			N/S Protected E/W Protected			LOS: A V/C: 0.35		
N/S Protected E/W Protected			LOS: A V/C: 0.31			N/S Protected E/W Protected			LOS: A V/C: 0.31			- (125) -9.5%			- (12) -0.8%		
163 Blue Oaks Blvd & West Side Dr						163 Blue Oaks Blvd & West Side Dr						163 Blue Oaks Blvd & West Side Dr					
Ov 162 98 283 77 860 112 110 81 118 Ov 91 367 63 176 560 95 110 81 118 Ov			Ov 88 84 110 176 560 95 110 81 118 Ov 313 927 113 176 560 95 110 81 118 Ov			Ov 186 103 266 105 915 98 101 117 117 Ov 52 319 61 52 319 61 101 117 117 Ov			Ov 123 86 115 239 491 81 56 54 59 Ov 293 1,067 115 239 491 81 56 54 59 Ov			24 5 12 28 55 69 14 24 5 12 28 55 69 14 (17)(39)(48)(2)(1)			35 2 42 63 69 14 122 140 2 8 2 (20)(14)(8)(2)		
N/S Protected E/W Protected			LOS: A V/C: 0.49			N/S Protected E/W Protected			LOS: A V/C: 0.44			N/S Protected E/W Protected			LOS: A V/C: 0.52		
N/S Protected E/W Protected			LOS: A V/C: 0.53			N/S Protected E/W Protected			LOS: A V/C: 0.53			+ 18 0.7%			+ 136 5.1%		
164 Blue Oaks Blvd & Hayden Pkwy						164 Blue Oaks Blvd & Hayden Pkwy						164 Blue Oaks Blvd & Hayden Pkwy					
In 000 1,660 113 0 0 0 2,327 9 In 184 0 0 0 2,327 9 In			In 000 2,543 206 0 0 0 2,024 20 In 168 0 0 0 2,024 20 In			Ov 214 1,514 174 542 21 26 1,652 9 In 157 0 0 26 1,652 9 In			Ov 676 1,678 159 365 0 8 27 1,671 23 In 260 0 0 27 1,671 23 In			214 (146) 61 542 0 21 26 (649) 0 (27)00 (675)0			676 (865) (47) 365 27 8 92 0 0 (323)3		
N/S Protected E/W Protected			LOS: C V/C: 0.72			N/S Protected E/W Protected			LOS: C V/C: 0.70			N/S Protected E/W Protected			LOS: B V/C: 0.69		
N/S Protected E/W Protected			LOS: B V/C: 0.69			N/S Protected E/W Protected			LOS: B V/C: 0.69			+ 16 0.4%			- (94) -1.9%		
165 Fiddymt Rd & Westhills Dr						165 Fiddymt Rd & Westhills Dr						165 Fiddymt Rd & Westhills Dr					
Ov 0 0 565 0 0 0 0 0 Ov 522 0 0 0 0 0 0 0 Ov			Ov 0 0 694 0 0 0 0 0 Ov 689 0 0 0 0 0 0 0 Ov			Ov 88 1,060 306 170 476 5 17 1,260 42 Ov 290 191 25 17 1,260 42 Ov			Ov 226 1,528 361 128 311 10 15 1,209 34 Ov 344 541 40 15 1,209 34 Ov			88 1,060 (259) 889 170 476 5 17 1,319 42 (16)19125 1,26042			226 1,528 (333) 1,421 128 311 10 15 1,258 34 (345)54140 1,20934		
N/S Protected E/W Protected			LOS: A V/C: 0.33			N/S Protected E/W Protected			LOS: A V/C: 0.43			N/S Protected E/W Protected			LOS: A V/C: 0.57		
N/S Protected E/W Protected			LOS: A V/C: 0.63			N/S Protected E/W Protected			LOS: B V/C: 0.63			+ 2,843 261.5%			+ 3,364 243.2%		
166 Pleasant Grove Blvd & West Side Dr						166 Pleasant Grove Blvd & West Side Dr						166 Pleasant Grove Blvd & West Side Dr					
In 000 1,622 39 0 0 0 2,333 38 In 2 0 0 0 2,333 38 In			In 000 2,542 10 0 0 0 2,043 49 In 10 0 0 0 2,043 49 In			In 000 1,466 70 0 0 0 1,653 37 In 34 0 0 0 1,653 37 In			In 000 1,647 10 0 0 0 1,692 58 In 10 0 0 0 1,692 58 In			0 (156) 31 0 0 0 0 (681) (1) 32 0 5 0 (681) (1)			0 (895) 0 0 0 0 0 (342) 9 4 0 4 0 (342) 9		
N/S Protected E/W Permitted			LOS: A V/C: 0.59			N/S Protected E/W Permitted			LOS: A V/C: 0.58			N/S Protected E/W Permitted			LOS: A V/C: 0.48		
N/S Protected E/W Permitted			LOS: A V/C: 0.41			N/S Protected E/W Permitted			LOS: A V/C: 0.41			- (769) -18.8%			- (1,233) -26.3%		
167 Fiddymt Rd & Westlake Dr						167 Fiddymt Rd & Westlake Dr						167 Fiddymt Rd & Westlake Dr					
In 000 0 7 0 6 156 54 0 39 In 0 7 125 0 0 0 0 0 In			In 000 0 4 0 4 61 135 0 116 In 0 4 52 0 0 0 0 0 In			In 000 0 7 0 6 155 54 0 39 In 0 7 126 0 0 0 0 0 In			In 000 0 4 0 4 61 134 0 117 In 0 4 52 0 0 0 0 0 In			0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
N/S Protected E/W Split Phase			LOS: A V/C: 0.23			N/S Protected E/W Split Phase			LOS: A V/C: 0.17			N/S Protected E/W Split Phase			LOS: A V/C: 0.17		
N/S Protected E/W Split Phase			LOS: A V/C: 0.17			N/S Protected E/W Split Phase			LOS: A V/C: 0.17			+ 0 0.0%			+ 0 0.0%		
168 Woodcreek Oaks Blvd & Northpark Dr						168 Woodcreek Oaks Blvd & Northpark Dr						168 Woodcreek Oaks Blvd & Northpark Dr					

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Split Phase	LOS: A V/C: 0.51	N/S Protected E/W Split Phase	LOS: A V/C: 0.58	N/S Protected E/W Split Phase	LOS: A V/C: 0.51	N/S Protected E/W Split Phase	LOS: A V/C: 0.58	+ 8	0.5%	+ 26	1.3%
169 Woodcreek Oaks Blvd & Parkside Wy				169 Woodcreek Oaks Blvd & Parkside Wy				169 Woodcreek Oaks Blvd & Parkside Wy			
											
N/S Protected E/W Permitted	LOS: C V/C: 0.79	N/S Protected E/W Permitted	LOS: C V/C: 0.75	N/S Protected E/W Permitted	LOS: C V/C: 0.79	N/S Protected E/W Permitted	LOS: C V/C: 0.74	- (16)	-1.0%	- (9)	-0.5%
170 Industrial Ave & Alantown Dr				170 Industrial Ave & Alantown Dr				170 Industrial Ave & Alantown Dr			
											
N/S Protected E/W Protected	LOS: F V/C: 1.01	N/S Protected E/W Protected	LOS: D V/C: 0.86	N/S Protected E/W Protected	LOS: F V/C: 1.01	N/S Protected E/W Protected	LOS: D V/C: 0.86	+ 111	2.3%	+ 30	0.5%
171 Roseville Pkwy & Gibson West				171 Roseville Pkwy & Gibson West				171 Roseville Pkwy & Gibson West			
											
N/S Protected E/W Split Phase	LOS: A V/C: 0.43	N/S Protected E/W Split Phase	LOS: A V/C: 0.56	N/S Protected E/W Split Phase	LOS: A V/C: 0.48	N/S Protected E/W Split Phase	LOS: A V/C: 0.58	+ 128	5.8%	+ 65	2.2%
172 Washington Blvd & All America				172 Washington Blvd & All America				172 Washington Blvd & All America			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.53	N/S Split Phase E/W Protected	LOS: A V/C: 0.42	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.42	- (5)	-0.3%	+ 6	0.3%
173 Kirby & Cottonwood				173 Kirby & Cottonwood				173 Kirby & Cottonwood			
											
N/S Protected E/W Protected	LOS: A V/C: 0.14	N/S Protected E/W Protected	LOS: A V/C: 0.21	N/S Protected E/W Protected	LOS: A V/C: 0.14	N/S Protected E/W Protected	LOS: A V/C: 0.21	+ 1	0.2%	+ 2	0.3%
174 Secret Ravine & Alexandra				174 Secret Ravine & Alexandra				174 Secret Ravine & Alexandra			

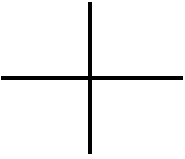
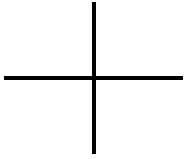
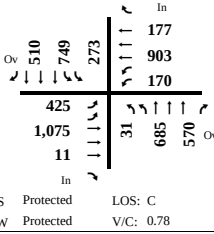
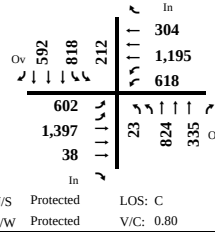
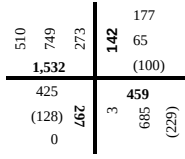
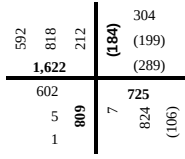
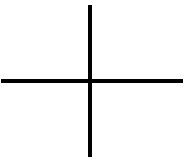
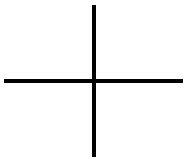
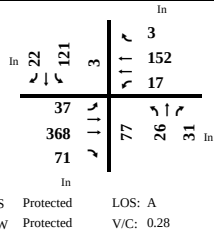
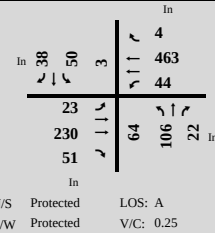
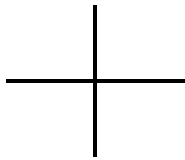
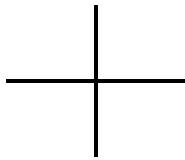
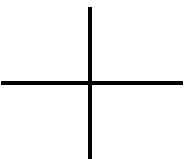
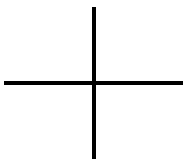
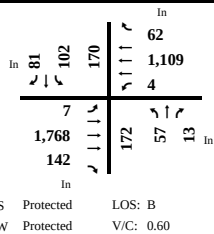
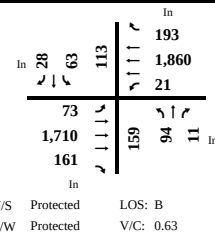
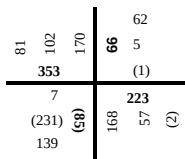
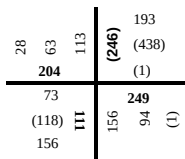
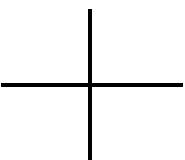
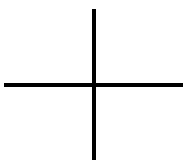
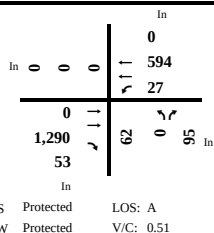
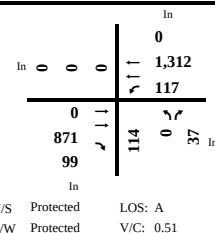
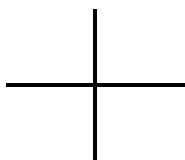
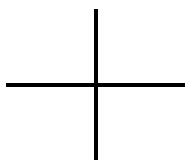
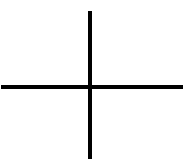
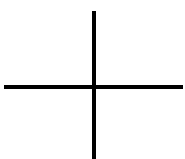
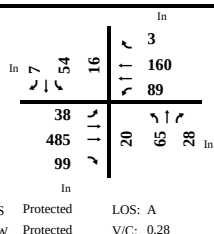
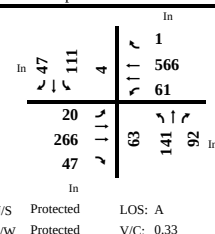
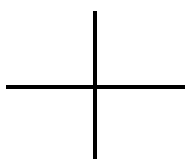
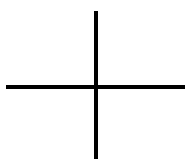
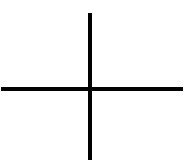
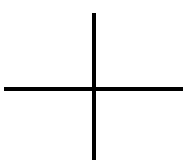
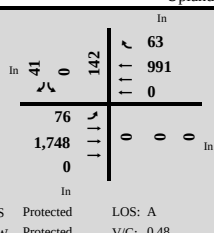
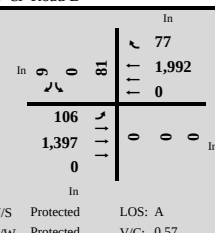
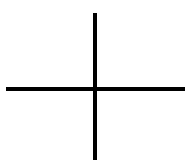
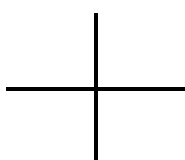
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project						2025 Cumulative Plus Project						2025 Cumulative Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
In 20 798 0 0 0 111 0 291 In LOS: A V/C: 0.56			In 116 1,287 0 0 0 40 0 91 In LOS: C V/C: 0.73			In 19 822 0 0 0 109 0 297 In LOS: A V/C: 0.58			In 119 1,290 0 0 0 39 0 85 In LOS: C V/C: 0.72			(1) 24 0 0 0 23 0 6 (2) 0 4 (10) 13 23 0 + 40 1.6%			3 3 0 0 0 6 0 0 (1) 0 (2) (18) (22) (4) 0 - (23) -0.8%		
175 Fiddymnt Rd & Fiddymnt Ranch EW Rd						175 Fiddymnt Rd & Fiddymnt Ranch EW Rd						175 Fiddymnt Rd & Fiddymnt Ranch EW Rd					
In 0 0 0 0 0 164 2,586 0 In LOS: A V/C: 0.48			In 0 0 0 0 0 228 2,375 0 In LOS: C V/C: 0.72			In 0 0 0 0 0 167 2,603 0 In LOS: A V/C: 0.48			In 0 0 0 0 0 227 2,372 0 In LOS: C V/C: 0.72			0 0 0 (5) (1) 0 3 17 0 0 0 0 0 0 + 14 0.3%			0 0 0 (2) 4 0 0 0 0 (1) 0 (3) (4) 0 0 - (2) 0.0%		
176 Douglas Bl & I-80 EB On						176 Douglas Bl & I-80 EB On						176 Douglas Bl & I-80 EB On					

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project		2025 Cumulative Plus Project		2025 Cumulative Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 In 0 294 70 69 162 86 0 357 910 36 In 394 556 N/S Protected LOS: A E/W Protected V/C: 0.56	 In 0 1,028 51 51 438 94 0 672 512 16 In 261 447 N/S Protected LOS: C E/W Protected V/C: 0.74		
177		177 Watt Ave & Pleasant Grove		177	
		 In 6 1,095 13 16 7 205 20 32 68 23 1,290 108 In N/S Protected LOS: A E/W Protected V/C: 0.49	 In 19 1,570 27 13 35 147 8 14 26 63 1,389 247 In N/S Protected LOS: A E/W Protected V/C: 0.52		
178		178 Watt Ave & Road A		178	
		 In 2 1,314 59 92 3 58 10 7 23 7 1,388 46 In N/S Protected LOS: A E/W Protected V/C: 0.43	 In 10 1,724 84 72 6 42 4 3 8 22 1,632 54 In N/S Protected LOS: A E/W Protected V/C: 0.49		
179		179 Watt Ave & Road B		179	
		 In 539 842 143 57 1,183 195 539 1,285 1 83 834 292 Ov N/S Protected LOS: C E/W Protected V/C: 0.70	 In 566 1,086 90 123 1,478 478 632 1,562 13 46 1,022 456 Ov N/S Protected LOS: D E/W Protected V/C: 0.82	 109 (86) (54) 570 507 (14) (31) 49 77 6 265 (5) 997 13 (44) 271 240 + 1,045 21.1%	 42 25 (18) 587 274 (119) 49 432 21 276 3 287 + 1,296 20.7%
180 (See Placer County Section)		180 Watt Ave & Baseline Rd		180 Watt Ave & Baseline Rd	
		 In 29 1,136 3 0 39 153 91 65 89 29 1,106 88 In N/S Protected LOS: A E/W Protected V/C: 0.45	 In 98 1,351 2 0 80 121 52 65 34 65 1,271 197 In N/S Protected LOS: A E/W Protected V/C: 0.48		
181		181 West Side Dr & Road A		181	
		 In 10 1,357 109 105 64 112 41 135 12 10 1,083 108 In N/S Protected LOS: A E/W Protected V/C: 0.45	 In 43 1,399 83 32 108 273 15 71 10 43 1,577 161 In N/S Protected LOS: B E/W Protected V/C: 0.63		
182		182 West Side Dr & Road B		182	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project		2025 Cumulative Plus Project		2025 Cumulative Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: C E/W Protected V/C: 0.78	 N/S Protected LOS: C E/W Protected V/C: 0.80	 + 2,430 77.2%	 + 2,771 66.2%
183 (See Placer County Section)		183 West Side Dr & Baseline Rd		183 West Side Dr & Baseline Rd	
		 N/S Protected LOS: A E/W Protected V/C: 0.28	 N/S Protected LOS: A E/W Protected V/C: 0.25		
184		184 Market St & Road B		184 Market St & Road B	
		 N/S Protected LOS: B E/W Protected V/C: 0.60	 N/S Protected LOS: B E/W Protected V/C: 0.63	 + 557	 + 318
185 (See Placer County Section)		185 Market St & Baseline Rd		185 Market St & Baseline Rd	
		 N/S Protected LOS: A E/W Protected V/C: 0.51	 N/S Protected LOS: A E/W Protected V/C: 0.51		
186		186 Pleasant Grove Blvd & Upland Dr		186 Pleasant Grove Blvd & Upland Dr	
		 N/S Protected LOS: A E/W Protected V/C: 0.28	 N/S Protected LOS: A E/W Protected V/C: 0.33		
187		187 Upland Dr & Road B		187 Upland Dr & Road B	
		 N/S Protected LOS: A E/W Protected V/C: 0.48	 N/S Protected LOS: A E/W Protected V/C: 0.57		
188		188 Upland Dr & Baseline Rd		188 Upland Dr & Baseline Rd	

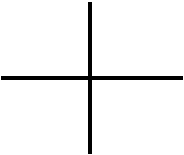
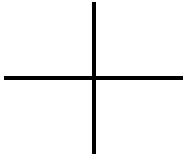
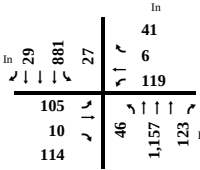
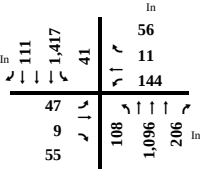
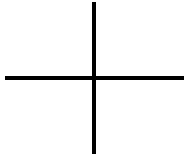
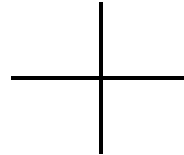
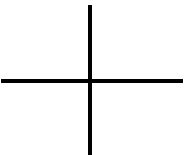
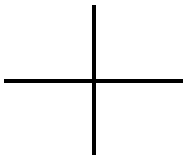
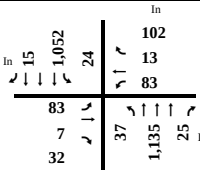
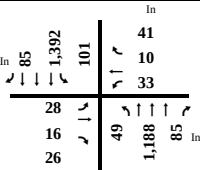
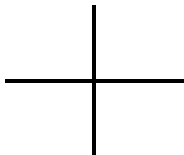
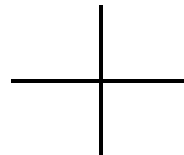
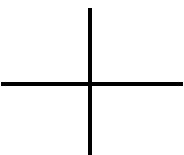
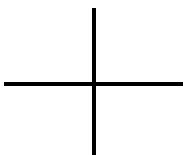
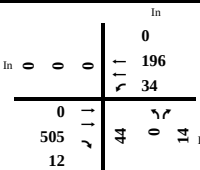
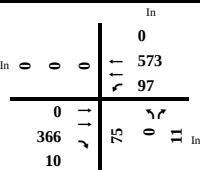
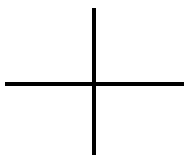
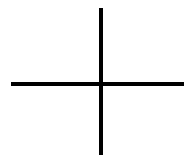
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project		2025 Cumulative Plus Project		2025 Cumulative Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 18 \\ 22 \\ 107 \end{array}$ $\begin{array}{c} 12 \\ 1,506 \\ 30 \end{array}$ $\begin{array}{c} 8 \\ 1,727 \\ 67 \end{array}$ $\begin{array}{c} 0 \\ 9 \\ 2 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.50	$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 7 \\ 11 \\ 144 \end{array}$ $\begin{array}{c} 48 \\ 1,936 \\ 69 \end{array}$ $\begin{array}{c} 16 \\ 1,815 \\ 32 \end{array}$ $\begin{array}{c} 0 \\ 19 \\ 6 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.58		
189		189 Baseline Rd & CMU3 Entrance		189	
		$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 132 \\ 1,344 \\ 5 \end{array}$ $\begin{array}{c} 19 \\ 17 \\ 134 \end{array}$ $\begin{array}{c} 49 \\ 6 \\ 54 \end{array}$ $\begin{array}{c} 15 \\ 1,134 \\ 58 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.45	$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 115 \\ 1,553 \\ 14 \end{array}$ $\begin{array}{c} 6 \\ 14 \\ 51 \end{array}$ $\begin{array}{c} 201 \\ 28 \\ 18 \end{array}$ $\begin{array}{c} 69 \\ 1,573 \\ 189 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.55		
190		190 West Side Dr & SV EW Coll		190	
		$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 1 \\ 0 \\ 0 \end{array}$ $\begin{array}{c} 0 \\ 232 \\ 3 \end{array}$ $\begin{array}{c} 2 \\ 382 \\ 0 \end{array}$ $\begin{array}{c} 59 \\ 0 \\ 4 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.18	$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 2 \\ 0 \\ 0 \end{array}$ $\begin{array}{c} 0 \\ 417 \\ 1 \end{array}$ $\begin{array}{c} 2 \\ 310 \\ 0 \end{array}$ $\begin{array}{c} 28 \\ 0 \\ 1 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.17		
191		191 Road B & SV NS Coll 3		191	
		$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 14 \\ 2 \\ 0 \end{array}$ $\begin{array}{c} 0 \\ 173 \\ 14 \end{array}$ $\begin{array}{c} 13 \\ 510 \\ 7 \end{array}$ $\begin{array}{c} 19 \\ 3 \\ 112 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.26	$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 5 \\ 0 \\ 0 \end{array}$ $\begin{array}{c} 0 \\ 599 \\ 78 \end{array}$ $\begin{array}{c} 2 \\ 295 \\ 18 \end{array}$ $\begin{array}{c} 13 \\ 0 \\ 38 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.23		
192		192 Road B & SV NS Coll 5		192	
		$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 60 \\ 1,304 \\ 4 \end{array}$ $\begin{array}{c} 10 \\ 1 \\ 35 \end{array}$ $\begin{array}{c} 21 \\ 0 \\ 36 \end{array}$ $\begin{array}{c} 84 \\ 1,391 \\ 15 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.41	$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 56 \\ 1,679 \\ 10 \end{array}$ $\begin{array}{c} 7 \\ 1 \\ 17 \end{array}$ $\begin{array}{c} 97 \\ 1 \\ 124 \end{array}$ $\begin{array}{c} 85 \\ 1,595 \\ 28 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.54		
193		193 Watt Ave & SV CCS CC6		193	
		$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 15 \\ 1,316 \\ 64 \end{array}$ $\begin{array}{c} 21 \\ 4 \\ 110 \end{array}$ $\begin{array}{c} 58 \\ 9 \\ 98 \end{array}$ $\begin{array}{c} 29 \\ 1,362 \\ 39 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.50	$\begin{array}{c} \text{In} \\ \text{In} \end{array}$ $\begin{array}{c} 58 \\ 1,662 \\ 55 \end{array}$ $\begin{array}{c} 97 \\ 15 \\ 42 \end{array}$ $\begin{array}{c} 24 \\ 7 \\ 38 \end{array}$ $\begin{array}{c} 94 \\ 1,587 \\ 97 \end{array}$ $\begin{array}{c} \text{In} \\ \text{In} \end{array}$ N/S Protected LOS: A E/W Protected V/C: 0.53		
194		194 Watt Ave & SV EW Coll		194	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project		2025 Cumulative Plus Project		2025 Cumulative Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 In 1 3 27 8 95 1 135 10 1 0 3 10 1 0 In N/S Protected LOS: A E/W Protected V/C: 0.07	 In 2 3 13 33 128 1 87 6 1 2 12 6 1 2 In N/S Protected LOS: A E/W Protected V/C: 0.06	+	
195		195 Road B & SV NS Coll 2		195	
		 In 0 1,378 0 0 55 0 0 0 21 0 0 1,227 21 In N/S Protected LOS: A E/W Protected V/C: 0.34	 In 0 1,506 9 0 33 0 0 0 67 0 0 1,519 67 In N/S Protected LOS: A E/W Protected V/C: 0.36		
196		196 West Side Dr & SV EW Coll		196	
		 In 79 0 48 88 1,110 257 1,459 0 0 0 0 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.45	 In 364 0 127 96 1,790 197 1,534 0 0 0 0 0 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.61		
197		197 Baseline Rd & SV CC2		197	
		 In 32 0 0 143 972 1,914 0 0 0 0 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.45	 In 158 0 0 87 2,035 1,567 0 0 0 0 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.56		
198		198 Baseline Rd & SV CCBP2		198	
		 In 60 0 53 163 868 176 1,771 0 0 0 0 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.43	 In 270 0 205 121 1,880 160 1,298 0 0 0 0 0 0 0 In N/S Protected LOS: C E/W Protected V/C: 0.70		
199		199 Baseline Rd & SV CC4		199	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Urban Reserve Area

2025 Cumulative No Project		2025 Cumulative Plus Project		2025 Cumulative Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: A E/W Protected V/C: 0.45	 N/S Protected LOS: A E/W Protected V/C: 0.54		
200		200 Watt Ave & Road C		200	
		 N/S Protected LOS: A E/W Protected V/C: 0.41	 N/S Protected LOS: A E/W Protected V/C: 0.40		
201		201 West Side Dr & Road C		201	
		 N/S Protected LOS: A E/W Protected V/C: 0.22	 N/S Protected LOS: A E/W Protected V/C: 0.24		
202		202 Pleasant Grove Blvd & SV NS Coll 1		202	

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Creekview SP Area

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 51 ↓ ↑ 1,207 68 ↑ ↓ 147 17 ↑ ↓ 104 89 15 ↓ ↑ 50 1,100 27 In		In 71 ↓ ↑ 1,315 165 ↑ ↓ 88 7 ↑ ↓ 35 31 6 ↓ ↑ 105 1,347 101 In		In 49 ↓ ↑ 1,310 64 ↑ ↓ 139 17 ↑ ↓ 107 85 14 ↓ ↑ 53 1,403 28 In		In 68 ↓ ↑ 1,702 154 ↑ ↓ 83 6 ↑ ↓ 26 29 6 ↓ ↑ 109 1,433 104 In		(2) 103 (4) (5) 0 3 97 (4) 307 1		(3) 387 (11) (15) (1) (9) (2) 0 4 93 86 3	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A				
E/W Protected	V/C: 0.48	E/W Protected	V/C: 0.51	E/W Protected	V/C: 0.53	E/W Protected	V/C: 0.54	+ 398		+ 452	
203 West Side Dr & Parkway One				203 West Side Dr & Parkway One				203 West Side Dr & Parkway One			
In 12 ↓ ↑ 1,332 112 ↑ ↓ 58 1 ↑ ↓ 47 38 4 ↓ ↑ 14 1,076 147 In		In 39 ↓ ↑ 1,261 92 ↑ ↓ 146 5 ↑ ↓ 176 18 2 ↓ ↑ 48 1,408 97 In		In 11 ↓ ↑ 1,452 103 ↑ ↓ 55 1 ↑ ↓ 54 39 3 ↓ ↑ 18 1,387 163 In		In 38 ↓ ↑ 1,646 90 ↑ ↓ 135 4 ↑ ↓ 189 16 2 ↓ ↑ 49 1,513 94 In		(1) 120 (9) (3) 0 7 110 1 331 16		(1) 365 (2) (11) (1) 13 (2) 0 1 103 105 (3)	
N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A	N/S Protected	LOS: A				
E/W Protected	V/C: 0.39	E/W Protected	V/C: 0.52	E/W Protected	V/C: 0.46	E/W Protected	V/C: 0.56	+ 447		+ 488	
204 West Side Dr & Nobo Dr				204 West Side Dr & Nobo Dr				204 West Side Dr & Nobo Dr			

Sierra Vista Peak Hour Intersection Analysis: Roseville Intersections in Pedestrian Overlay Zone

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
7 151 20 1 63 19 LOS: C V/C: 0.77		20 29 126 30 14 69 LOS: B V/C: 0.62		20 29 136 30 63 20 LOS: C V/C: 0.76		27 34 216 30 14 68 LOS: B V/C: 0.62		0 10 10 0 0 1 LOS: B V/C: 0.62		2 1 3 0 12 0 LOS: B V/C: 0.62	
P1 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy			
133 92 1 360 374 3 LOS: A V/C: 0.53		2 91 30 6 363 333 LOS: B V/C: 0.66		2 90 32 2 364 369 2 LOS: A V/C: 0.52		6 350 342 0 1 247 LOS: B V/C: 0.65		0 1 2 0 1 2 LOS: B V/C: 0.65		0 1 2 0 1 2 LOS: B V/C: 0.65	
P2 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside			
9 19 3 7 407 230 LOS: A V/C: 0.39		2 204 10 38 434 47 LOS: A V/C: 0.53		2 207 10 7 413 222 LOS: A V/C: 0.40		38 457 49 23 468 191 LOS: A V/C: 0.54		0 3 0 0 18 1 LOS: A V/C: 0.54		0 25 2 0 10 0 LOS: A V/C: 0.54	
P3 Vernon & Grant				P3 Vernon & Grant				P3 Vernon & Grant			
28 22 38 99 564 9 LOS: A V/C: 0.45		101 78 114 52 505 14 LOS: A V/C: 0.56		27 23 38 97 561 9 LOS: A V/C: 0.45		60 607 52 48 523 14 LOS: A V/C: 0.58		3 17 1 0 0 0 LOS: A V/C: 0.58		4 13 0 8 8 0 LOS: A V/C: 0.58	
P4 Vernon & Judah				P4 Vernon & Judah				P4 Vernon & Judah			
4 25 20 19 441 17 LOS: A V/C: 0.52		26 104 66 25 453 45 LOS: D V/C: 0.85		25 215 211 19 447 18 LOS: A V/C: 0.53		9 444 494 26 477 45 LOS: D V/C: 0.87		3 1 3 0 2 0 LOS: D V/C: 0.87		0 22 0 1 22 0 LOS: D V/C: 0.87	
P5 Vernon & Lincoln				P5 Vernon & Lincoln				P5 Vernon & Lincoln			
21 777 47 64 191 314 LOS: A V/C: 0.54		57 1,179 61 62 192 202 LOS: C V/C: 0.79		20 858 90 83 166 314 LOS: A V/C: 0.55		72 146 133 60 191 224 LOS: C V/C: 0.78		3 36 8 25 10 25 LOS: C V/C: 0.78		19 26 0 7 57 89 LOS: C V/C: 0.78	
P6 Washington & Main				P6 Washington & Main				P6 Washington & Main			

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

2025 Cumulative No Project			2025 Cumulative Plus Project			2025 Cumulative Plus Project Deltas		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
Ov 477 20 710 529 652 32 7 1 1 1 Ov 833 9 878 1,071 682 106 2 1 34 10 N/S Split Phase LOS: A E/W Split Phase V/C: 0.52		Ov 833 9 878 1,071 682 106 2 1 34 10 Ov 835 9 879 1,098 714 104 2 1 34 10 N/S Split Phase LOS: B E/W Split Phase V/C: 0.67	Ov 522 20 745 547 642 31 7 1 7 1 Ov 835 9 879 1,098 714 104 2 1 34 10 N/S Split Phase LOS: A E/W Split Phase V/C: 0.52		Ov 835 9 879 1,098 714 104 2 1 34 10 N/S Split Phase LOS: B E/W Split Phase V/C: 0.69	45 0 35 18 80 (10) (11) 0 19 1 0 0 0 0 0 0		2 0 1 27 3 32 (2) 0 29 0 0 0 0 0 0 0
P7 Washington & Oak			P7 Washington & Oak			P7 Washington & Oak		
+ 88			+ 62					

2

0

1

27

3

32

(2)

0

1

0

0

0

29

0

0

0

+ 88

Sierra Vista Peak Hour Intersection Analysis:
Placer County Intersections

2025 Cumulative No Project		2025 Cumulative Plus Project		2025 Cumulative Plus Project Deltas	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
N/S Protected LOS: B E/W Protected V/C: 0.64	N/S Protected LOS: D E/W Protected V/C: 0.80				
180 Watt Ave & Baseline Rd		180 (See Roseville Section)		180	
N/S Permitted LOS: A E/W Protected V/C: 0.25	N/S Permitted LOS: A E/W Protected V/C: 0.46	N/S Permitted LOS: A E/W Protected V/C: 0.32	N/S Permitted LOS: A E/W Protected V/C: 0.54	+ 561	+ 557
301 Locust & Baseline		301 Locust & Baseline		301 Locust & Baseline	
N/S Protected LOS: A E/W Permitted V/C: 0.51	N/S Protected LOS: A E/W Permitted V/C: 0.51	N/S Protected LOS: B E/W Permitted V/C: 0.64	N/S Protected LOS: A E/W Permitted V/C: 0.58	+ 609	+ 599
305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd	
N/S Protected LOS: E E/W Protected V/C: 0.93	N/S Protected LOS: D E/W Protected V/C: 0.83	N/S Protected LOS: E E/W Protected V/C: 0.91	N/S Protected LOS: E E/W Protected V/C: 0.93	+ 279	+ 303
306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd	
N/S Protected LOS: D E/W Protected V/C: 0.84	N/S Protected LOS: B E/W Protected V/C: 0.68				
183 West Side Dr & Baseline Rd		183 (See Roseville Section)		183	
N/S Protected LOS: A E/W Protected V/C: 0.48	N/S Protected LOS: A E/W Protected V/C: 0.55				
185 Market Street & Baseline		185 (See Roseville Section)		185	

Sierra Vista Peak Hour Intersection Analysis:
Sacramento County Intersections

2025 Cumulative No Project				2025 Cumulative Plus Project				2025 Cumulative Plus Project Deltas			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 447 1,673 325 340 631 262 590 570 100 N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 421 1,335 373 299 749 236 414 978 170 N/S Protected LOS: E E/W Protected V/C: 0.92		Ov 489 1,898 217 420 699 193 558 694 74 N/S Protected LOS: D E/W Protected V/C: 0.89		Ov 468 1,442 391 255 796 215 386 1,089 142 N/S Protected LOS: F E/W Protected V/C: 1.01		42 225 (108) 79 80 68 (69) 159 124 (26) + 365 5.5%		47 107 18 (18) (44) 47 (21) 172 111 (28) + 261 3.5%	
309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd			
Ov 89 1,511 412 528 771 340 169 1,151 264 N/S Protected LOS: D E/W Protected V/C: 0.90		Ov 96 1,260 742 485 1,315 441 404 1,156 99 N/S Protected LOS: F E/W Protected V/C: 1.10		Ov 89 1,481 567 560 804 341 169 1,085 309 N/S Protected LOS: D E/W Protected V/C: 0.88		Ov 96 1,250 820 606 1,283 434 404 1,168 126 N/S Protected LOS: F E/W Protected V/C: 1.10		0 125 (30) 66 32 33 1 0 (66) 45 + 156 2.4%		0 68 (10) 82 121 (32) (7) 0 12 27 + 209 2.7%	
310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd			
Ov 223 1,469 74 35 585 274 246 354 265 N/S Protected LOS: F E/W Protected V/C: 1.18		Ov 279 1,293 90 100 444 149 414 668 190 N/S Protected LOS: F E/W Protected V/C: 1.19		Ov 250 1,496 58 59 566 275 241 354 266 N/S Protected LOS: F E/W Protected V/C: 1.17		Ov 228 1,353 92 94 470 150 425 679 169 N/S Protected LOS: F E/W Protected V/C: 1.26		27 27 (16) 6 24 (19) 1 (5) 0 1 + 131 2.7%		(51) 60 2 21 26 (6) 11 11 (21) + 110 2.0%	
311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd			
Ov 349 1,047 95 13 299 143 187 284 133 N/S Protected LOS: B E/W Protected V/C: 0.60		Ov 242 990 236 111 473 240 481 363 223 N/S Protected LOS: D E/W Protected V/C: 0.83		Ov 338 1,077 98 13 295 149 212 283 93 N/S Protected LOS: B E/W Protected V/C: 0.61		Ov 273 976 255 112 476 239 484 379 231 N/S Protected LOS: D E/W Protected V/C: 0.85		(11) 30 3 2 0 (4) 6 25 (1) (40) + 16 0.4%		31 (14) 19 3 1 3 36 3 8 + 91 1.8%	
312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd			
Ov 353 2,007 176 192 692 239 231 778 311 N/S Protected LOS: D E/W Protected V/C: 0.84		Ov 344 1,229 351 311 933 316 463 888 265 N/S Protected LOS: E E/W Protected V/C: 0.99		Ov 365 2,079 164 182 687 228 221 807 335 N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 333 1,326 315 241 972 314 479 904 288 N/S Protected LOS: F E/W Protected V/C: 1.03		12 72 (12) (26) (10) (5) (11) (10) 29 24 + 188 3.1%		(11) 97 (36) (33) (70) 39 50 16 23 + 211 2.8%	
313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn			
Ov 149 1,094 449 308 855 25 34 958 169 N/S Protected LOS: B E/W Protected V/C: 0.65		Ov 58 870 442 319 1,334 222 112 1,159 146 N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 144 1,101 446 376 822 25 42 953 168 N/S Protected LOS: B E/W Protected V/C: 0.65		Ov 57 801 512 358 1,308 226 99 1,114 149 N/S Protected LOS: D E/W Protected V/C: 0.88		(5) 7 (3) 35 68 (33) 0 8 (5) (1) - (17) -0.3%		(1) (69) 70 17 39 (26) 0 (13) (45) - (58) -1.0%	
314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn			

Sierra Vista Peak Hour Intersection Analysis: Sutter County Intersections

2025 Cumulative No Project						2025 Cumulative Plus Project						2025 Cumulative Plus Project Deltas					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
In 2 0 286 41 1,059 0 In 135 1,101 0 0 0 0 In			In 63 0 183 4 1,366 0 In 164 1,323 0 0 0 0 In			In 2 0 301 34 1,149 0 In 108 1,284 0 0 0 0 In			In 39 0 166 4 1,603 0 In 152 1,530 0 0 0 0 In			0 0 15 156 15 90 0 0 0 0 0 0 (27) 183 0 0 0 0 0			(24) 0 (41) 0 237 0 0 0 0 0 0 0 (17) 195 0 0 237 0 0 0 0 0 0 0		
N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B
E/W	Protected	V/C: 0.62	E/W	Protected	V/C: 0.61	E/W	Protected	V/C: 0.69	E/W	Protected	V/C: 0.68						
303 Pleasant Grove N & Riego						303 Pleasant Grove N & Riego						303 Pleasant Grove N & Riego					
In 0 0 0 0 843 502 In 0 917 123 0 0 0 In			In 0 0 0 0 1,062 484 In 0 1,145 186 0 0 0 In			In 0 0 0 0 978 472 In 0 1,051 175 0 0 0 In			In 0 0 0 0 1,269 498 In 0 1,339 214 0 0 0 In			0 0 0 186 0 135 501 (30) 0 134 52 65 0 44 0			0 0 0 222 194 207 172 14 0 28 1 0 0 0 0		
N/S	Permitted	LOS: B	N/S	Permitted	LOS: C	N/S	Permitted	LOS: B	N/S	Permitted	LOS: C						
E/W	Permitted	V/C: 0.63	E/W	Permitted	V/C: 0.71	E/W	Permitted	V/C: 0.61	E/W	Permitted	V/C: 0.72						
304 Pleasant Grove S & Riego						304 Pleasant Grove S & Riego						304 Pleasant Grove S & Riego					
Ov 0 0 0 0 149 12 Ov 69 1,235 0 0 0 0 Ov			Ov 0 0 0 0 372 6 Ov 6 1,179 0 0 0 0 Ov			Ov 0 0 0 0 152 11 Ov 72 1,373 0 0 0 0 Ov			Ov 0 0 0 0 457 6 Ov 20 1,325 0 0 0 0 Ov			0 0 0 141 3 3 (1) 0 138 0 42 0 45 0			0 0 0 160 14 85 58 (40) 0 0 146 0 56 0 96 0		
N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A						
E/W	Permitted	V/C: 0.51	E/W	Permitted	V/C: 0.47	E/W	Permitted	V/C: 0.55	E/W	Permitted	V/C: 0.49						
316 SR 70/99 NB & Riego Rd						316 SR 70/99 NB & Riego Rd						316 SR 70/99 NB & Riego Rd					
Ov 25 0 1 0 177 175 Ov 1,069 306 0 0 0 0 Ov			Ov 31 0 87 0 272 185 Ov 984 313 0 0 0 0 Ov			Ov 24 0 1 0 179 161 Ov 1,200 311 0 0 0 0 Ov			Ov 33 0 91 0 354 183 Ov 1,133 270 0 0 0 0 Ov			(1) 0 0 136 5 2 (14) 131 131 0 0 0 0 0			2 0 0 106 149 82 08 (2) (43) 0 0 0 0 0 0		
N/S	Protected	LOS: A	N/S	Protected	LOS: A	N/S	Protected	LOS: A	N/S	Protected	LOS: A						
E/W	Protected	V/C: 0.14	E/W	Protected	V/C: 0.19	E/W	Protected	V/C: 0.13	E/W	Protected	V/C: 0.19						
317 SR 70/99 SB & Riego Rd						317 SR 70/99 SB & Riego Rd						317 SR 70/99 SB & Riego Rd					

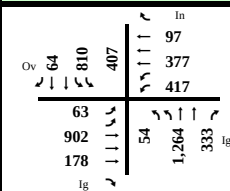
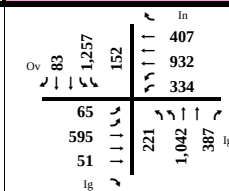
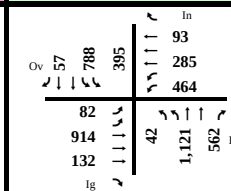
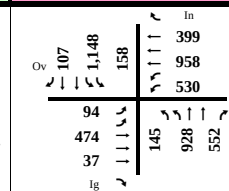
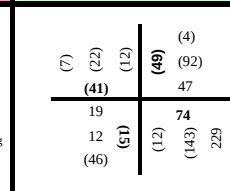
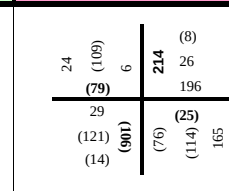
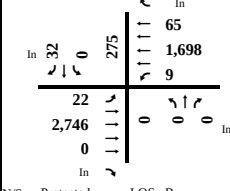
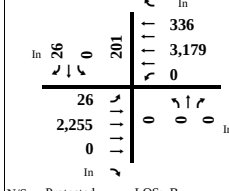
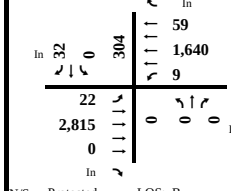
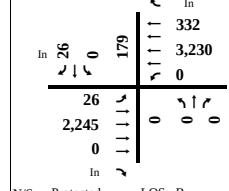
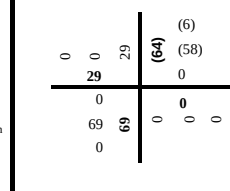
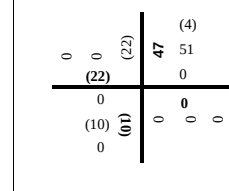
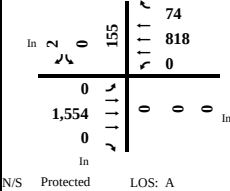
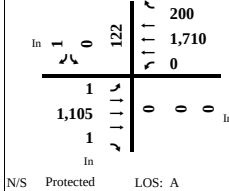
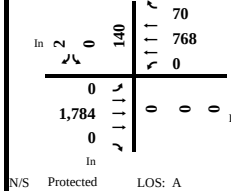
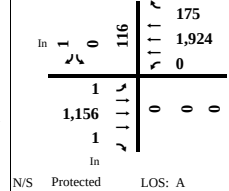
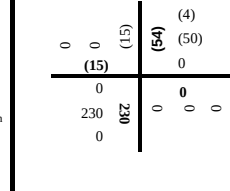
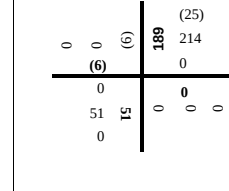
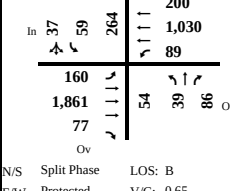
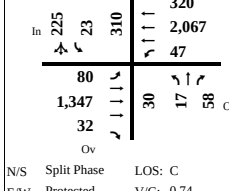
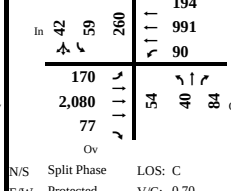
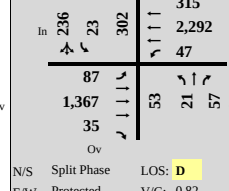
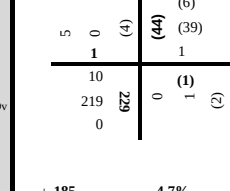
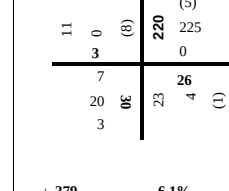
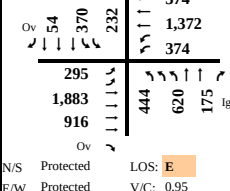
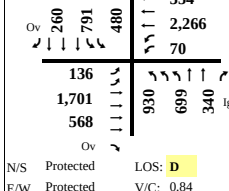
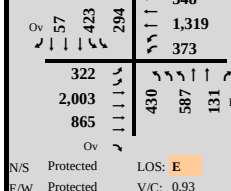
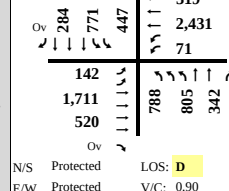
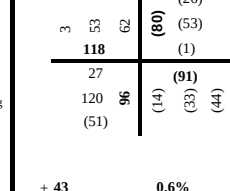
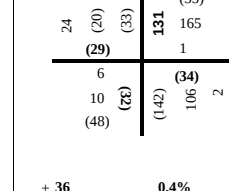
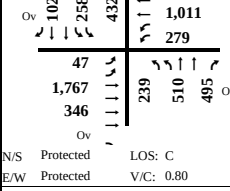
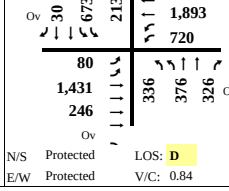
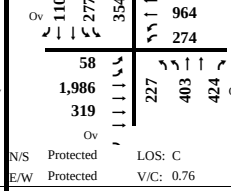
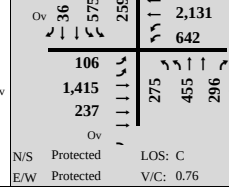
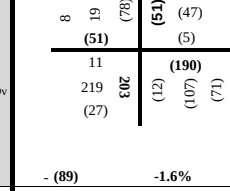
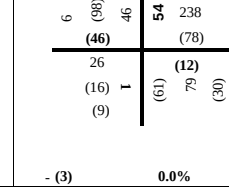
**2025 CUMULATIVE
WITHOUT PLACER PARKWAY CONDITONS**

**PEAK HOUR INTRERSECTION
LEVELS OF SERVICE
TRAFFIC VOLUMES
GEOMETRICS**

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway					2025 Cumulative Plus Project Without Placer Parkway					New 2025 Cumulative Plus Project Without Placer Parkway Delta																			
AM Peak Hour			PM Peak Hour		AM Peak Hour			PM Peak Hour		AM Peak Hour			PM Peak Hour																
sv25cumnoppAM					sv25cumnoppPM					sv25cumnoppPM																			
Ov 13 1 68 34 986 9 18 874 7 12 3 29 In					Ov 18 4 64 169 1,038 11 20 1,096 45 16 1 23 In					Ov 13 1 68 34 1,001 9 18 905 7 11 3 29 In					Ov 18 4 64 169 1,023 13 20 1,095 42 16 1 23 In					0 0 0 15 15 0 (1) 0 0 0 31 0 (1) (6) (3) 0 0 0					0 0 0 (13) (15) 2 0 0 0				
N/S Split Phase LOS: A E/W Protected V/C: 0.42					N/S Split Phase LOS: A E/W Protected V/C: 0.46					N/S Split Phase LOS: A E/W Protected V/C: 0.46					+ 45 2.2% - (17) -0.7%														
1 Atlantic & Tiger/Center					1 Atlantic & Tiger/Center					1 Atlantic & Tiger/Center																			
In 0 0 0 0 932 570 0 878 92 106 0 354 Ov					In 0 0 0 1 1,300 320 0 938 241 84 0 682 Ov					In 0 0 0 0 943 546 0 867 135 110 0 371 Ov					In 0 0 0 1 1,285 359 0 926 252 86 0 674 Ov					0 0 0 (13) 11 (24) 0 21 0 4 0 17 0 (11) 43 4 0 0 2 0 0					0 0 0 24 (15) 39 0 (6) 0 2 0 0 (12) (1) 11 0 0 0				
N/S Permitted LOS: C E/W Protected V/C: 0.74					N/S Permitted LOS: C E/W Protected V/C: 0.77					N/S Permitted LOS: C E/W Protected V/C: 0.76					+ 40 1.4% + 17 0.5%														
2 Atlantic & Wills					2 Atlantic & Wills					2 Atlantic & Wills																			
Ov 48 0 309 264 743 0 91 790 0 0 0 0 In					Ov 213 0 382 405 957 0 112 820 0 0 0 0 In					Ov 52 0 313 277 747 0 93 790 0 0 0 0 In					Ov 203 0 378 394 949 0 128 824 0 0 0 0 In					4 0 4 17 4 0 0 0 0 8 2 0 0 0 0 (10) 0 0 0 0 0 (19) (8) 0									
N/S Permitted LOS: A E/W Protected V/C: 0.51					N/S Permitted LOS: B E/W Protected V/C: 0.65					N/S Permitted LOS: B E/W Protected V/C: 0.65					+ 27 1.2% - (13) -0.4%														
3 Atlantic St & Yosemite St					3 Atlantic St & Yosemite St					3 Atlantic St & Yosemite St																			
Ov 1,084 1,065 333 225 731 250 1,225 1,453 16 19 1,616 435 Ov					Ov 1,257 1,585 79 256 1,587 493 1,240 1,166 12 22 1,214 358 Ov					Ov 590 790 428 309 906 253 524 1,485 84 190 1,162 355 Ov					Ov 196 1,242 430 403 1,727 364 633 1,134 109 154 894 301 Ov					(494) (275) 95 84 175 3 (701) (109) (363) 171 (454) (80) 32 68 0 0 0 0 (1,061) (343) 351 147 140 (129) (1,053) (607) (245) (32) (799) (320) 97 0 0 158 0 0 (19) (8) 0									
N/S Protected LOS: F E/W Protected V/C: 1.08					N/S Protected LOS: F E/W Protected V/C: 1.16					N/S Protected LOS: D E/W Protected V/C: 0.84					N/S Protected LOS: E E/W Protected V/C: 0.97														
4 Baseline Rd & Fiddymt Rd					4 Baseline Rd & Fiddymt Rd					4 Baseline Rd & Fiddymt Rd																			
In 32 0 338 305 826 0 41 1,769 0 0 0 0 In					In 60 0 383 326 2,022 0 63 1,202 0 0 0 0 In					In 39 0 250 331 767 0 44 2,085 0 0 0 0 In					In 63 0 381 216 2,391 0 76 1,234 0 0 0 0 In					7 0 (88) 26 (59) 0 0 0 0 (81) 3 316 0 0 0 (39) 0 0 0 0 0 3 13 32 0 0 0 259 369 0 (2) 0 0 0 0 0 (110) 0 0									
N/S Protected LOS: B E/W Protected V/C: 0.62					N/S Protected LOS: C E/W Protected V/C: 0.75					N/S Protected LOS: B E/W Protected V/C: 0.63					N/S Protected LOS: D E/W Protected V/C: 0.84														
5 Blue Oaks & Crocker Ranch					5 Blue Oaks & Crocker Ranch					5 Blue Oaks & Crocker Ranch																			
Ig 0 0 0 0 821 42 0 1,697 28 21 0 116 Ov					Ig 0 0 0 0 2,029 211 0 1,142 44 43 0 75 Ov					Ig 0 0 0 0 768 42 0 1,917 24 19 0 213 Ov					Ig 0 0 0 0 2,223 390 0 1,191 40 38 0 70 Ov					0 0 0 (53) (53) 0 95 0 97 0 220 (4) 0 0 0 (2) 0 0 0 0 0 0 0 0 373 194 179 (5) 0 0 (10) (5) 0									
N/S Permitted LOS: A E/W Protected V/C: 0.45					N/S Permitted LOS: A E/W Protected V/C: 0.48					N/S Permitted LOS: A E/W Protected V/C: 0.57					N/S Permitted LOS: A E/W Protected V/C: 0.55														
6 Blue Oaks & Del Webb					6 Blue Oaks & Del Webb					6 Blue Oaks & Del Webb																			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Protected	LOS: E V/C: 0.93	N/S Protected E/W Protected	LOS: C V/C: 0.81	N/S Protected E/W Protected	LOS: D V/C: 0.89	N/S Protected E/W Protected	LOS: C V/C: 0.75	- (31)	-0.6%	+ 4	0.1%
7 Blue Oaks & Fiddymont				7 Blue Oaks & Fiddymont				7 Blue Oaks & Fiddymont			
											
N/S Protected E/W Protected	LOS: B V/C: 0.65	N/S Protected E/W Protected	LOS: B V/C: 0.68	N/S Protected E/W Protected	LOS: B V/C: 0.68	N/S Protected E/W Protected	LOS: B V/C: 0.68	+ 34	0.7%	+ 15	0.2%
8 Blue Oaks & New Meadow				8 Blue Oaks & New Meadow				8 Blue Oaks & New Meadow			
											
N/S Protected E/W Protected	LOS: A V/C: 0.45	N/S Protected E/W Protected	LOS: A V/C: 0.46	N/S Protected E/W Protected	LOS: A V/C: 0.49	N/S Protected E/W Protected	LOS: A V/C: 0.51	+ 161	6.2%	+ 234	7.5%
9 Blue Oaks & Orchard View				9 Blue Oaks & Orchard View				9 Blue Oaks & Orchard View			
											
N/S Split Phase E/W Protected	LOS: B V/C: 0.65	N/S Split Phase E/W Protected	LOS: C V/C: 0.74	N/S Split Phase E/W Protected	LOS: C V/C: 0.70	N/S Split Phase E/W Protected	LOS: D V/C: 0.82	+ 185	4.7%	+ 279	6.1%
10 Blue Oaks Bl & Diamond Creek Bl				10 Blue Oaks Bl & Diamond Creek Bl				10 Blue Oaks Bl & Diamond Creek Bl			
											
N/S Protected E/W Protected	LOS: E V/C: 0.95	N/S Protected E/W Protected	LOS: D V/C: 0.84	N/S Protected E/W Protected	LOS: E V/C: 0.93	N/S Protected E/W Protected	LOS: D V/C: 0.90	+ 43	0.6%	+ 36	0.4%
11 Blue Oaks Bl & Foothills Bl				11 Blue Oaks Bl & Foothills Bl				11 Blue Oaks Bl & Foothills Bl			
											
N/S Protected E/W Protected	LOS: C V/C: 0.80	N/S Protected E/W Protected	LOS: D V/C: 0.84	N/S Protected E/W Protected	LOS: C V/C: 0.76	N/S Protected E/W Protected	LOS: C V/C: 0.76	- (89)	-1.6%	- (3)	0.0%
12 Blue Oaks Bl & Woodcreek Oaks Bl				12 Blue Oaks Bl & Woodcreek Oaks Bl				12 Blue Oaks Bl & Woodcreek Oaks Bl			

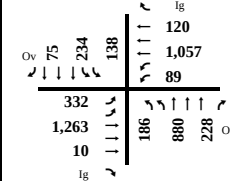
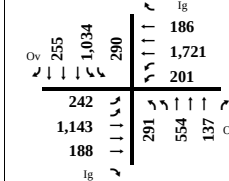
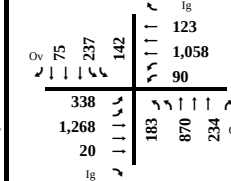
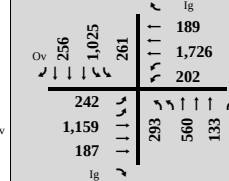
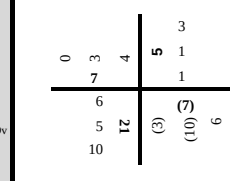
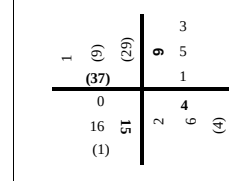
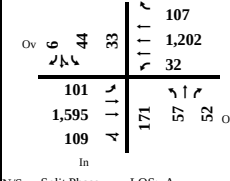
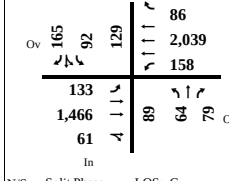
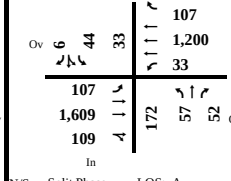
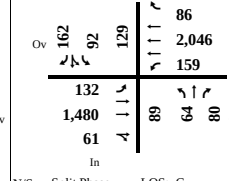
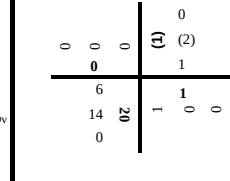
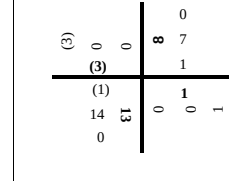
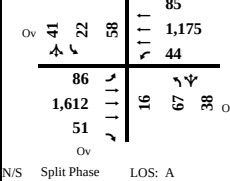
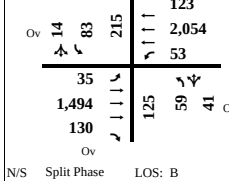
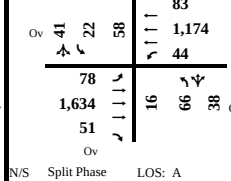
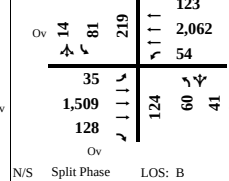
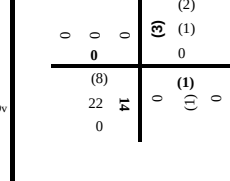
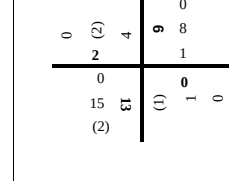
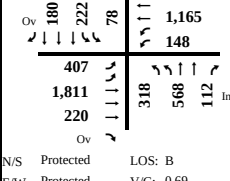
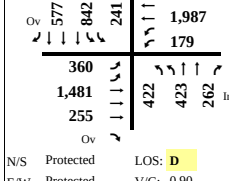
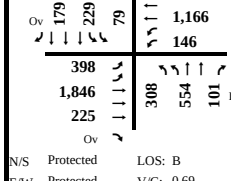
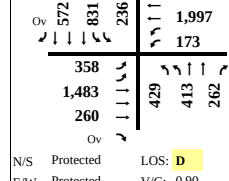
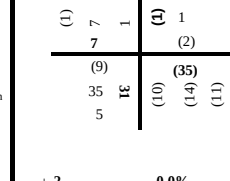
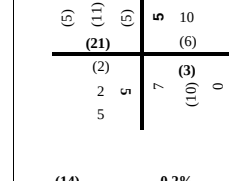
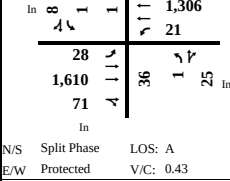
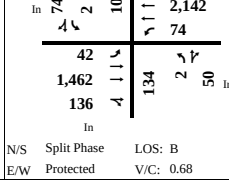
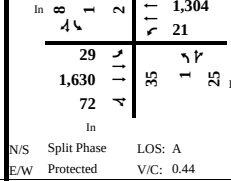
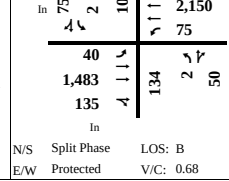
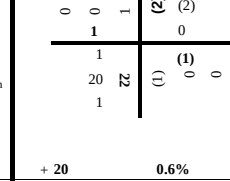
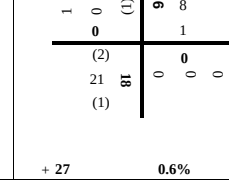
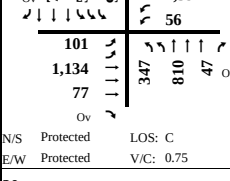
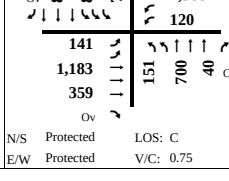
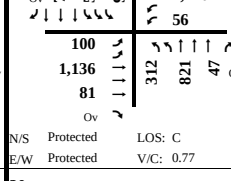
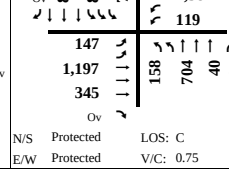
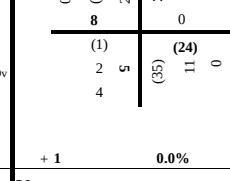
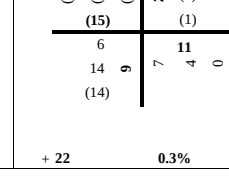
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 74 620 104 182 1,105 595 Ov LOS: E V/C: 0.91		Ov 251 1,465 246 375 803 603 Ov LOS: F V/C: 1.03		Ov 75 622 103 179 1,103 647 Ov LOS: E V/C: 0.91		Ov 240 1,459 251 380 819 560 Ov LOS: F V/C: 1.06		1 2 (1) (3) (2) 52 4 10 0 (11) (10) 2		(11) (6) 5 (12) 5 16 (43) 13 29 40 (14) (13) 1 (17)	
N/S Protected E/W Protected				N/S Protected E/W Protected				N/S Protected E/W Protected			
+ 420.7%				+ 190.3%							
13 Cirby & Sunrise				13 Cirby & Sunrise				13 Cirby & Sunrise			
In 0 578 1,825 0 0 0 In LOS: E V/C: 0.96		In 0 627 2,053 0 0 0 In LOS: F V/C: 1.15		In 0 596 1,956 0 0 0 In LOS: E V/C: 1.00		In 0 637 2,056 0 0 0 In LOS: F V/C: 1.14		0 18 131 149 0 0 0 13 0 (2) (17) (5)		0 10 3 13 0 0 0 112 0 5 (5) 10 137 (25)	
N/S Protected E/W Permitted				N/S Protected E/W Permitted				N/S Protected E/W Permitted			
+ 1432.5%				+ 1301.9%							
14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl			
In 0 0 0 0 1,914 19 In LOS: A V/C: 0.54		In 0 0 0 0 2,245 9 In LOS: B V/C: 0.63		In 0 0 0 0 1,969 20 In LOS: A V/C: 0.57		In 0 0 0 0 2,603 9 In LOS: B V/C: 0.62		0 0 0 5 4 1 0 (2) (2) 0 (17) (5)		0 0 0 87 120 (33) 0 (2) (2) 0 (5) 10	
N/S Permitted E/W Protected				N/S Permitted E/W Protected				N/S Permitted E/W Protected			
+ 1483.3%				+ 911.7%							
15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln			
In 23 1 15 5 1,955 2 In LOS: C V/C: 0.78		In 10 1 13 14 2,214 9 In LOS: D V/C: 0.88		In 22 1 15 5 2,099 2 In LOS: C V/C: 0.78		In 11 1 13 15 2,221 9 In LOS: E V/C: 0.92		(1) 0 0 (1) 0 0 0 4 4 0 0 0 0		1 0 0 1 0 7 8 0 119 121 (1) (2) 0 0 (1) (2) 0 0	
N/S Split Phase E/W Protected				N/S Split Phase E/W Protected				N/S Split Phase E/W Protected			
+ 1473.5%				+ 1262.7%							
16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr			
In 53 5 25 168 1,174 4 In LOS: A V/C: 0.55		In 193 141 193 59 1,047 41 In LOS: C V/C: 0.70		In 53 5 25 165 1,175 4 In LOS: A V/C: 0.54		In 192 141 180 61 1,053 41 In LOS: C V/C: 0.70		0 0 0 (3) (2) 0 2 12 0 0 (13) (1)		(1) 0 (13) (14) 2 6 8 0 16 10 0 3 0 0 (13) (20) (4)	
N/S Permitted E/W Protected				N/S Permitted E/W Protected				N/S Permitted E/W Protected			
- (13)-0.5%				+ 130.4%							
17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr			
Ov 19 1 4 7 1,199 37 Ov LOS: E V/C: 0.94		Ov 4 7 5 44 1,638 221 Ov LOS: D V/C: 0.89		Ov 20 1 4 7 1,278 41 Ov LOS: E V/C: 0.93		Ov 4 7 5 44 1,657 219 Ov LOS: D V/C: 0.90		1 0 0 1 0 79 4 (1) 3 (4) (26) (26)		0 0 0 0 19 (2) 62 82 (20) (4) 0 (4)	
N/S Split Phase E/W Protected				N/S Split Phase E/W Protected				N/S Split Phase E/W Protected			
+ 571.6%				+ 751.8%							
18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	

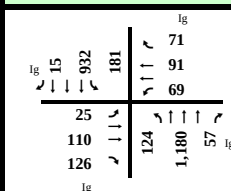
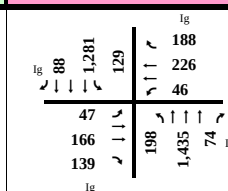
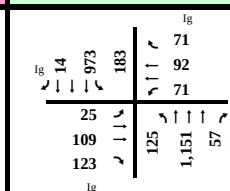
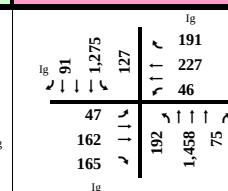
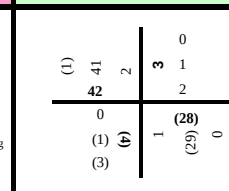
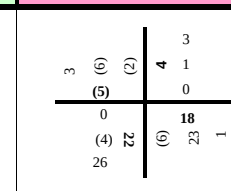
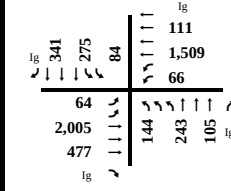
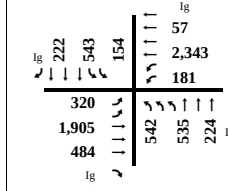
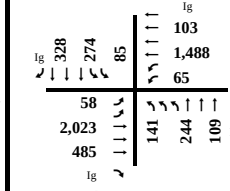
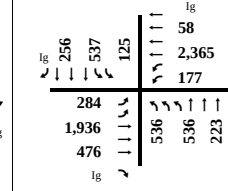
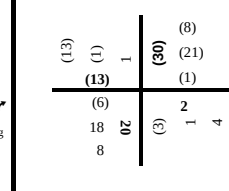
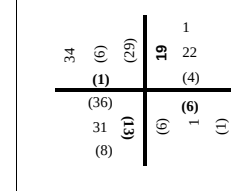
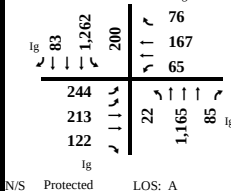
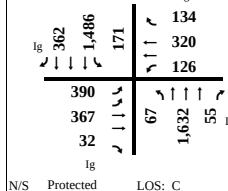
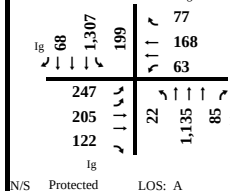
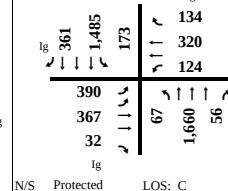
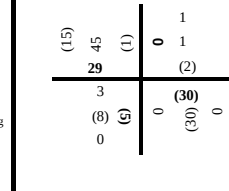
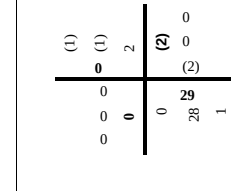
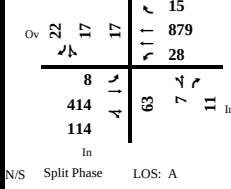
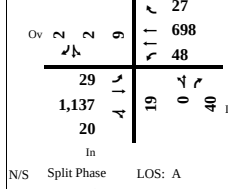
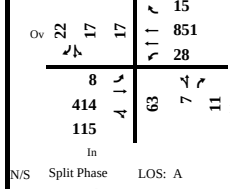
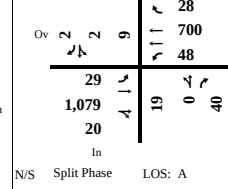
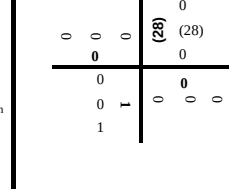
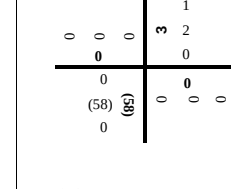
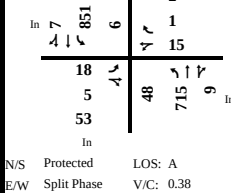
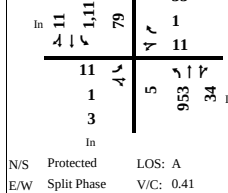
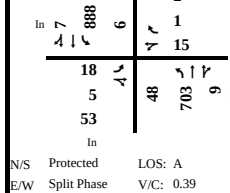
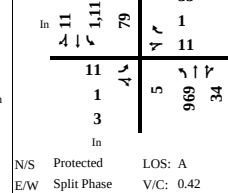
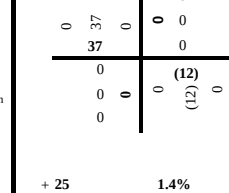
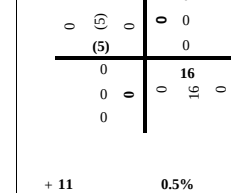
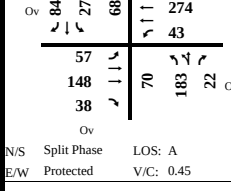
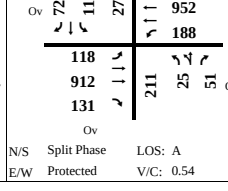
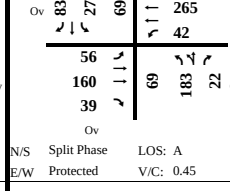
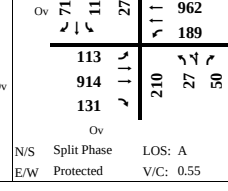
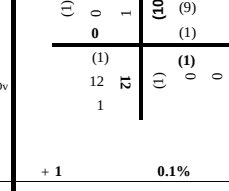
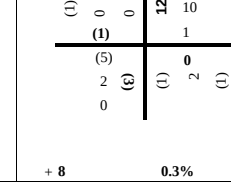
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Protected	LOS: B V/C: 0.61	N/S Protected E/W Protected	LOS: D V/C: 0.82	N/S Protected E/W Protected	LOS: B V/C: 0.61	N/S Protected E/W Protected	LOS: D V/C: 0.82	+ 26	0.6%	- (9)	-0.1%
25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.56	N/S Split Phase E/W Protected	LOS: C V/C: 0.70	N/S Split Phase E/W Protected	LOS: A V/C: 0.57	N/S Split Phase E/W Protected	LOS: C V/C: 0.70	+ 20	0.6%	+ 19	0.4%
26 Douglas & Santa Clara				26 Douglas & Santa Clara				26 Douglas & Santa Clara			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: B V/C: 0.68	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: B V/C: 0.68	+ 10	0.3%	+ 24	0.5%
27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens			
											
N/S Protected E/W Protected	LOS: B V/C: 0.69	N/S Protected E/W Protected	LOS: D V/C: 0.90	N/S Protected E/W Protected	LOS: B V/C: 0.69	N/S Protected E/W Protected	LOS: D V/C: 0.90	+ 2	0.0%	- (14)	-0.2%
28 Douglas & Sunrise				28 Douglas & Sunrise				28 Douglas & Sunrise			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.43	N/S Split Phase E/W Protected	LOS: B V/C: 0.68	N/S Split Phase E/W Protected	LOS: A V/C: 0.44	N/S Split Phase E/W Protected	LOS: B V/C: 0.68	+ 20	0.6%	+ 27	0.6%
29 Douglas & Target				29 Douglas & Target				29 Douglas & Target			
											
N/S Protected E/W Protected	LOS: C V/C: 0.75	N/S Protected E/W Protected	LOS: C V/C: 0.75	N/S Protected E/W Protected	LOS: C V/C: 0.77	N/S Protected E/W Protected	LOS: C V/C: 0.75	+ 1	0.0%	+ 22	0.3%
30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw			

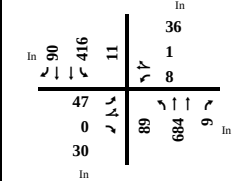
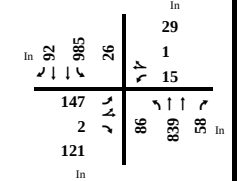
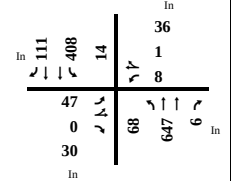
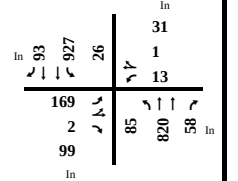
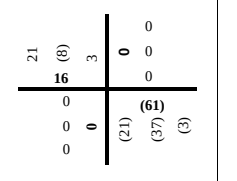
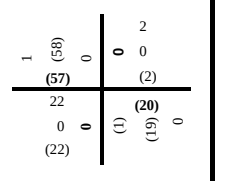
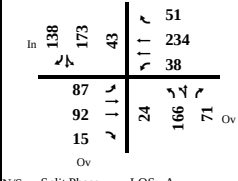
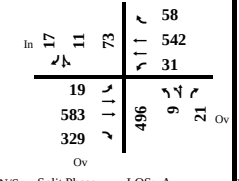
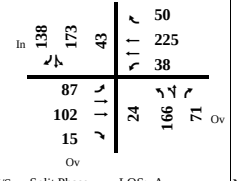
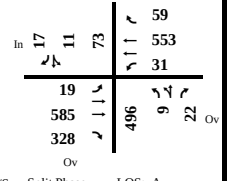
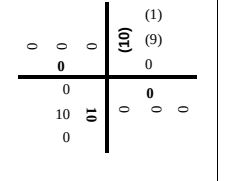
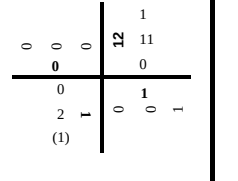
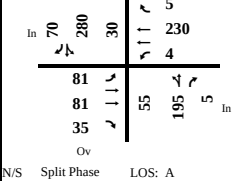
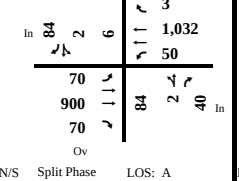
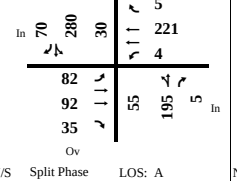
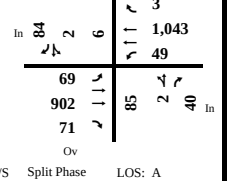
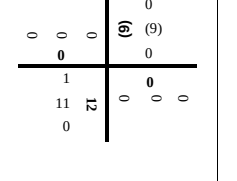
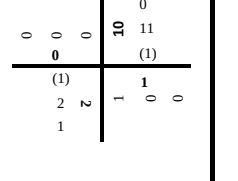
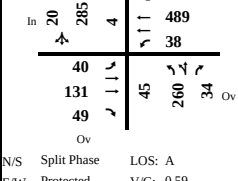
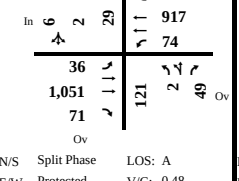
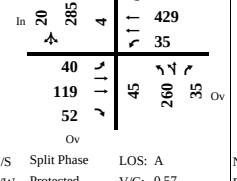
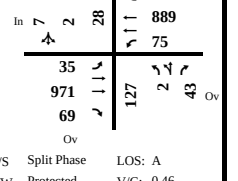
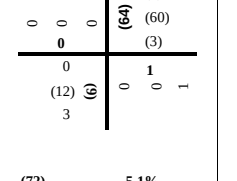
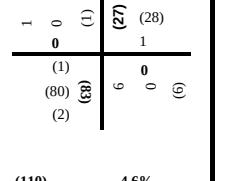
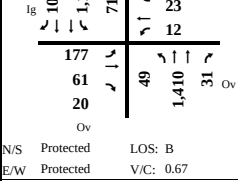
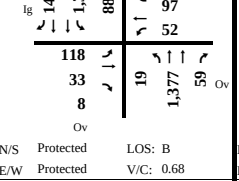
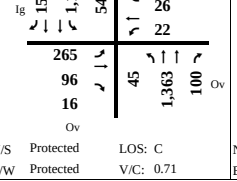
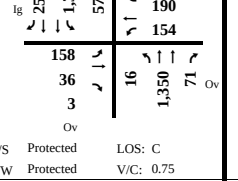
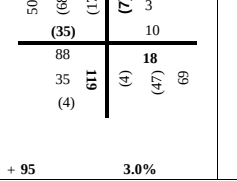
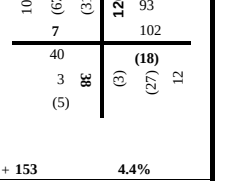
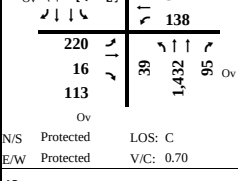
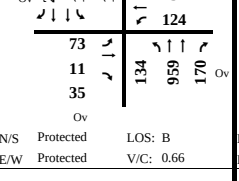
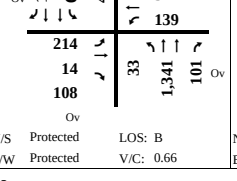
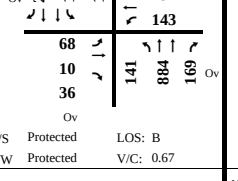
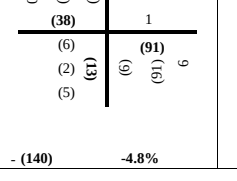
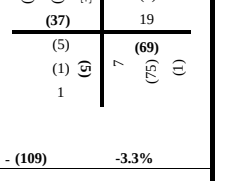
Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
37 Eureka & Lead Hill				37 Eureka & Lead Hill				37 Eureka & Lead Hill			
											
38 Eureka & N. Sunrise				38 Eureka & N. Sunrise				38 Eureka & N. Sunrise			
											
39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge				39 Eureka & Rocky Ridge			
											
40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr				40 Eureka Rd & Ashland Dr			
											
41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts				41 Eureka Rd & Deer Valley Apts			
											
42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes				42 Fairway & Central Park/Lowes			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Split Phase	LOS: A V/C: 0.29	N/S Protected E/W Split Phase	LOS: A V/C: 0.50	N/S Protected E/W Split Phase	LOS: A V/C: 0.28	N/S Protected E/W Split Phase	LOS: A V/C: 0.47	- (45)	-3.2%	- (77)	-3.2%
43 Fairway & Cortina Circle				43 Fairway & Cortina Circle				43 Fairway & Cortina Circle			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.40	N/S Split Phase E/W Protected	LOS: A V/C: 0.45	N/S Split Phase E/W Protected	LOS: A V/C: 0.40	N/S Split Phase E/W Protected	LOS: A V/C: 0.46	+ 0	0.0%	+ 14	0.6%
44 Fairway & Five Star				44 Fairway & Five Star				44 Fairway & Five Star			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.52	N/S Split Phase E/W Protected	LOS: A V/C: 0.53	+ 3	0.3%	+ 13	0.6%
45 Fairway & Home Depot				45 Fairway & Home Depot				45 Fairway & Home Depot			
											
N/S Split Phase E/W Protected	LOS: A V/C: 0.59	N/S Split Phase E/W Protected	LOS: A V/C: 0.48	N/S Split Phase E/W Protected	LOS: A V/C: 0.57	N/S Split Phase E/W Protected	LOS: A V/C: 0.46	- (72)	-5.1%	- (110)	-4.6%
46 Fairway & Target/Rosehall				46 Fairway & Target/Rosehall				46 Fairway & Target/Rosehall			
											
N/S Protected E/W Protected	LOS: B V/C: 0.67	N/S Protected E/W Protected	LOS: B V/C: 0.68	N/S Protected E/W Protected	LOS: C V/C: 0.71	N/S Protected E/W Protected	LOS: C V/C: 0.75	+ 95	3.0%	+ 153	4.4%
47 Fiddymt & Del Webb/Village Green				47 Fiddymt & Del Webb/Village Green				47 Fiddymt & Del Webb/Village Green			
											
N/S Protected E/W Protected	LOS: C V/C: 0.70	N/S Protected E/W Protected	LOS: B V/C: 0.66	N/S Protected E/W Protected	LOS: B V/C: 0.66	N/S Protected E/W Protected	LOS: B V/C: 0.67	- (140)	-4.8%	- (109)	-3.3%
48 Fiddymt & Hayden Pkwy North				48 Fiddymt & Hayden Pkwy North				48 Fiddymt & Hayden Pkwy North			

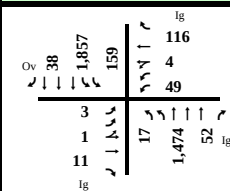
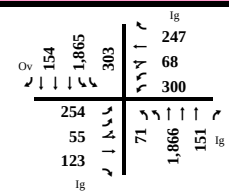
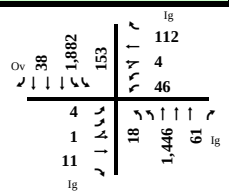
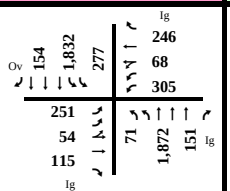
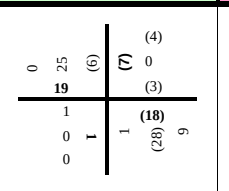
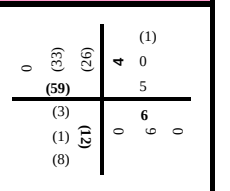
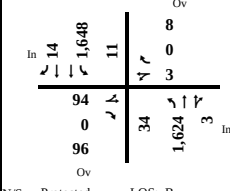
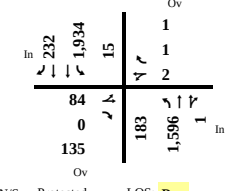
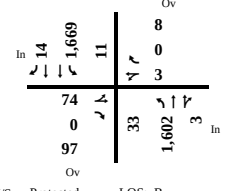
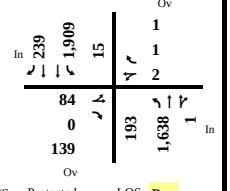
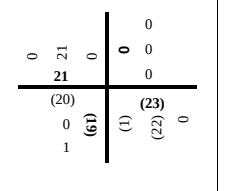
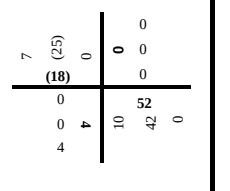
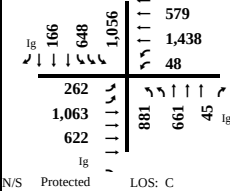
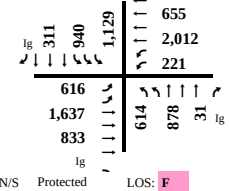
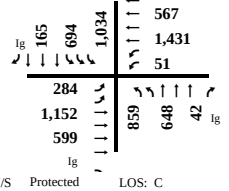
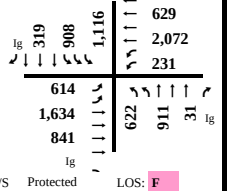
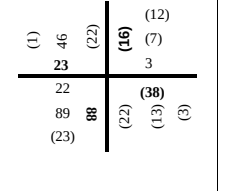
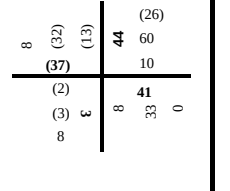
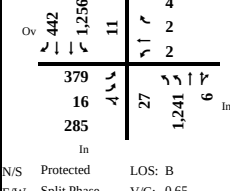
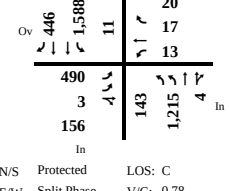
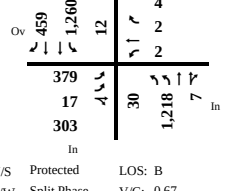
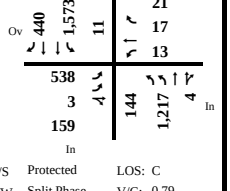
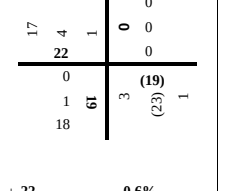
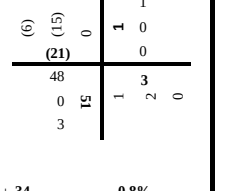
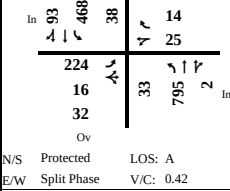
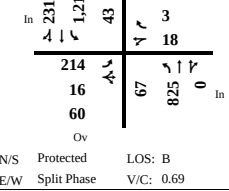
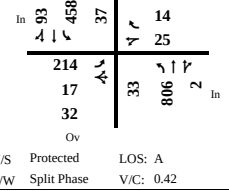
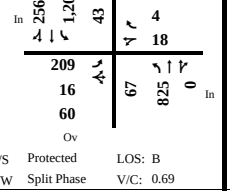
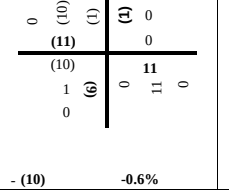
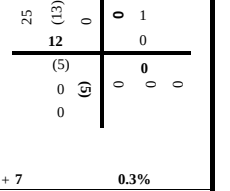
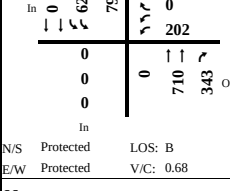
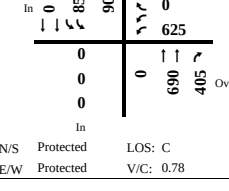
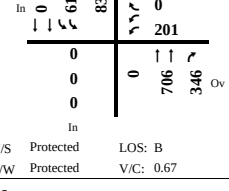
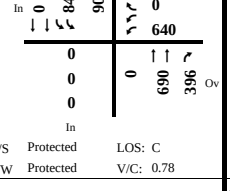
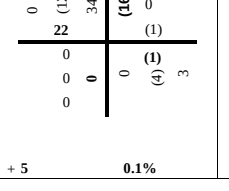
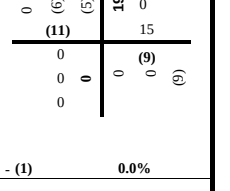
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 57 1,305 0 103 0 42 In N/S Protected LOS: A E/W Permitted V/C: 0.59		In 111 1,516 0 51 0 113 In N/S Protected LOS: B E/W Permitted V/C: 0.63		In 55 1,288 0 108 0 23 In N/S Protected LOS: A E/W Permitted V/C: 0.58		In 161 1,540 0 48 0 97 In N/S Protected LOS: B E/W Permitted V/C: 0.60		(2) (17) 0 5 0 0 (19) - (12) -0.4%		50 24 0 (3) 0 (57) (16) - (2) -0.1%	
49 Fiddymnt & Hayden Pkwy South				49 Fiddymnt & Hayden Pkwy South				49 Fiddymnt & Hayden Pkwy South			
Ov 151 1,053 54 221 459 801 Ov N/S Protected LOS: D E/W Protected V/C: 0.88		Ov 239 1,894 121 308 449 436 Ov N/S Protected LOS: D E/W Protected V/C: 0.82		Ov 152 1,030 59 197 428 990 Ov N/S Protected LOS: E E/W Protected V/C: 0.96		Ov 235 1,727 121 313 482 639 Ov N/S Protected LOS: D E/W Protected V/C: 0.86		1 (23) 5 (17) (24) (31) 189 + 193 3.8%		(4) (167) 0 5 33 209 (171) + 123 1.9%	
50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main			
In 9 500 36 42 9 19 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.57		In 59 1,947 23 21 8 57 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.56		In 9 465 36 42 9 19 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.55		In 60 1,878 23 20 8 56 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.54		0 (35) 0 0 0 0 (35) - (94) -3.3%		1 (69) 0 (1) 0 (65) (68) - (132) -3.8%	
51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec			
Ov 374 1,136 91 87 4 52 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.53		Ov 170 1,225 35 486 5 320 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.66		Ov 388 1,117 96 83 4 53 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.53		Ov 168 1,160 34 497 5 313 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.65		14 (19) 5 0 0 1 (4) - (98) -2.9%		(2) (65) (1) 11 4 0 (68) - (111) -2.7%	
52 Foothills BI & Albertsons Dr				52 Foothills BI & Albertsons Dr				52 Foothills BI & Albertsons Dr			
Ig 0 1,956 0 0 0 0 Ov N/S Protected LOS: A E/W Permitted V/C: 0.51		Ig 0 2,259 0 0 0 0 Ov N/S Protected LOS: A E/W Permitted V/C: 0.53		Ig 0 2,108 0 0 0 0 Ov N/S Protected LOS: A E/W Permitted V/C: 0.54		Ig 0 2,278 0 0 0 0 Ov N/S Protected LOS: A E/W Permitted V/C: 0.56		0 152 0 0 0 0 (6) + 153 3.8%		0 19 0 0 0 0 (6) + 173 3.7%	
53 Foothills BI & Atkinson Rd				53 Foothills BI & Atkinson Rd				53 Foothills BI & Atkinson Rd			
Ig 59 662 534 4 69 9 Ov N/S Protected LOS: C E/W Protected V/C: 0.80		Ig 3 1,256 619 70 426 201 Ov N/S Protected LOS: D E/W Protected V/C: 0.82		Ig 52 616 571 3 80 10 Ov N/S Protected LOS: C E/W Protected V/C: 0.78		Ig 3 1,173 627 69 410 210 Ov N/S Protected LOS: C E/W Protected V/C: 0.80		(7) (46) 37 (1) 11 1 (20) - (100) -2.3%		0 (83) 8 (1) (16) 9 (75) - (84) -1.6%	
54 Foothills BI & Roseville Pkwy/HP Central				54 Foothills BI & Roseville Pkwy/HP Central				54 Foothills BI & Roseville Pkwy/HP Central			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Split Phase	LOS: A V/C: 0.45	N/S Protected E/W Split Phase	LOS: B V/C: 0.66	N/S Protected E/W Split Phase	LOS: A V/C: 0.45	N/S Protected E/W Split Phase	LOS: B V/C: 0.65	- (5)	-0.1%	- (61)	-1.1%
61 Galleria & Antelope Creek				61 Galleria & Antelope Creek				61 Galleria & Antelope Creek			
											
N/S Protected E/W Split Phase	LOS: B V/C: 0.66	N/S Protected E/W Split Phase	LOS: D V/C: 0.85	N/S Protected E/W Split Phase	LOS: B V/C: 0.65	N/S Protected E/W Split Phase	LOS: D V/C: 0.85	- (21)	-0.6%	+ 38	0.9%
62 Galleria & Berry				62 Galleria & Berry				62 Galleria & Berry			
											
N/S Protected E/W Protected	LOS: C V/C: 0.79	N/S Protected E/W Protected	LOS: F V/C: 1.02	N/S Protected E/W Protected	LOS: C V/C: 0.80	N/S Protected E/W Protected	LOS: F V/C: 1.04	+ 57	0.8%	+ 51	0.5%
63 Galleria & Roseville Pkwy				63 Galleria & Roseville Pkwy				63 Galleria & Roseville Pkwy			
											
N/S Protected E/W Split Phase	LOS: B V/C: 0.65	N/S Protected E/W Split Phase	LOS: C V/C: 0.78	N/S Protected E/W Split Phase	LOS: B V/C: 0.67	N/S Protected E/W Split Phase	LOS: C V/C: 0.79	+ 22	0.6%	+ 34	0.8%
64 Harding & Wills				64 Harding & Wills				64 Harding & Wills			
											
N/S Protected E/W Split Phase	LOS: A V/C: 0.42	N/S Protected E/W Split Phase	LOS: B V/C: 0.69	N/S Protected E/W Split Phase	LOS: A V/C: 0.42	N/S Protected E/W Split Phase	LOS: B V/C: 0.69	- (10)	-0.6%	+ 7	0.3%
65 Harding Bl & Estates Dr				65 Harding Bl & Estates Dr				65 Harding Bl & Estates Dr			
											
N/S Protected E/W Protected	LOS: B V/C: 0.68	N/S Protected E/W Protected	LOS: C V/C: 0.78	N/S Protected E/W Protected	LOS: B V/C: 0.67	N/S Protected E/W Protected	LOS: C V/C: 0.78	+ 5	0.1%	- (1)	0.0%
66 Harding Bl & Lead Hill Bl				66 Harding Bl & Lead Hill Bl				66 Harding Bl & Lead Hill Bl			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 8 570 11 21 3 9 In		In 104 1,098 25 122 16 77 In		In 9 560 11 22 3 9 In		In 104 1,085 25 122 16 78 In		1 (10) 0 1 11 1 0 1 0		0 (13) 0 0 1 0 1 0 (1)	
N/S Protected LOS: A	E/W Permitted V/C: 0.33	N/S Protected LOS: B	E/W Permitted V/C: 0.62	N/S Protected LOS: A	E/W Permitted V/C: 0.33	N/S Protected LOS: B	E/W Permitted V/C: 0.62	+ 3	0.2%	- (12)	-0.5%
67 Harding Bl & Roseville Square				67 Harding Bl & Roseville Square				67 Harding Bl & Roseville Square			
In 41 17 214 148 984 2 In		In 221 11 129 39 423 6 In		In 39 17 362 62 941 3 In		In 62 11 161 24 420 5 In		(2) 0 148 146 (86) (43) 1		(13) 6 (1) 100 131 (26) (5)	
N/S Permitted LOS: A	E/W Protected V/C: 0.52	N/S Permitted LOS: A	E/W Protected V/C: 0.51	N/S Permitted LOS: B	E/W Protected V/C: 0.60	N/S Permitted LOS: A	E/W Protected V/C: 0.48	+ 7	0.4%	- (44)	-2.0%
68 Junction & Stonecrest/Magenta				68 Junction & Stonecrest/Magenta				68 Junction & Stonecrest/Magenta			
In 0 0 0 0 724 145 In		In 0 0 0 0 601 32 In		In 0 0 0 0 979 146 In		In 0 0 0 0 516 31 In		0 (6) (2) 0 (19) (17)		0 117 202 0 (85) (1)	
N/S Permitted LOS: A	E/W Protected V/C: 0.36	N/S Permitted LOS: A	E/W Protected V/C: 0.41	N/S Permitted LOS: A	E/W Protected V/C: 0.44	N/S Permitted LOS: A	E/W Protected V/C: 0.48	+ 229	16.6%	+ 31	1.5%
69 Junction Bl & Americana Dr				69 Junction Bl & Americana Dr				69 Junction Bl & Americana Dr			
Ov 380 0 50 879 1,360 0 In		Ov 1,077 0 209 481 1,131 0 In		Ov 409 0 43 846 1,421 0 In		Ov 1,078 0 53 506 1,347 0 In		29 0 0 22 (33) 61		1 0 0 19 30 0	
N/S Permitted LOS: A	E/W Protected V/C: 0.59	N/S Permitted LOS: C	E/W Protected V/C: 0.77	N/S Permitted LOS: B	E/W Protected V/C: 0.65	N/S Permitted LOS: C	E/W Protected V/C: 0.78	+ 181	5.0%	+ 105	2.5%
70 Junction Bl & Baseline Rd				70 Junction Bl & Baseline Rd				70 Junction Bl & Baseline Rd			
In 140 208 128 209 539 81 In		In 68 289 41 27 315 145 In		In 140 205 128 184 754 5 In		In 50 151 41 29 361 191 In		0 (3) 0 12 1 11		(18) (138) 0 2 209 63	
N/S Protected LOS: B	E/W Protected V/C: 0.66	N/S Protected LOS: C	E/W Protected V/C: 0.73	N/S Protected LOS: B	E/W Protected V/C: 0.62	N/S Protected LOS: B	E/W Protected V/C: 0.63	+ 48	2.2%	+ 78	3.4%
71 Junction Bl & Country Club Dr				71 Junction Bl & Country Club Dr				71 Junction Bl & Country Club Dr			
Ov 16 49 121 45 1,153 13 Ov		Ov 19 4 47 30 514 15 Ov		Ov 21 49 116 46 1,254 12 Ov		Ov 23 4 43 37 540 8 Ov		5 0 0 1 101 (1)		4 0 0 7 26 0	
N/S Protected LOS: B	E/W Protected V/C: 0.60	N/S Protected LOS: A	E/W Protected V/C: 0.52	N/S Protected LOS: B	E/W Protected V/C: 0.63	N/S Protected LOS: A	E/W Protected V/C: 0.55	+ 87	4.2%	+ 112	5.1%
72 Junction Bl & Park Regency Dr				72 Junction Bl & Park Regency Dr				72 Junction Bl & Park Regency Dr			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 6 236 72 3 841 28 Ov 7 11 60 3 841 28 In 6 236 72 3 841 28 In 7 11 60 3 841 28 In		In 18 1,338 217 37 536 109 Ov 25 10 11 37 536 109 In 18 1,338 217 37 536 109 In 25 10 11 37 536 109 In		In 6 239 71 3 989 26 Ov 7 12 54 3 989 26 In 6 239 71 3 989 26 In 7 12 54 3 989 26 In		In 19 1,459 208 35 563 102 Ov 25 9 11 35 563 102 In 19 1,459 208 35 563 102 In 25 9 11 35 563 102 In		In 0 2 3 0 148 991 (2) 0 1 (6) 0 148 991 (2) 0 2 3 0 148 991 (2) 0 1 (6) 0 148 991 (2)		In 1 113 121 0 27 81 (7) 0 (1) 0 0 27 81 (7) 1 113 121 0 27 81 (7) 0 (1) 0 0 27 81 (7)	
N/S Split Phase LOS: A E/W Protected V/C: 0.47		N/S Split Phase LOS: A E/W Protected V/C: 0.55		N/S Split Phase LOS: A E/W Protected V/C: 0.50		N/S Split Phase LOS: A E/W Protected V/C: 0.59		+ 112 7.4%		+ 146 5.9%	
73 Junction Bl & Porter Dr				73 Junction Bl & Porter Dr				73 Junction Bl & Porter Dr			
In 47 246 0 15 788 0 In 14 0 72 15 788 0 In 47 246 0 15 788 0 In 14 0 72 15 788 0 In		In 82 1,076 0 9 449 0 In 18 0 179 9 449 0 In 82 1,076 0 9 449 0 In 18 0 179 9 449 0 In		In 74 1,288 0 16 502 0 In 14 0 73 16 502 0 In 74 1,288 0 16 502 0 In 14 0 73 16 502 0 In		In 0 9 (8) 0 254 0 In 0 0 1 (8) 0 254 0 In 0 9 (8) 0 254 0 In 0 0 1 (8) 0 254 0 In		In 0 204 212 0 53 £5 0 In (2) 0 (137) 0 53 £5 0 In 0 204 212 0 53 £5 0 In (2) 0 (137) 0 53 £5 0 In			
N/S Permitted LOS: A E/W Protected V/C: 0.32		N/S Permitted LOS: A E/W Protected V/C: 0.52		N/S Permitted LOS: A E/W Protected V/C: 0.41		N/S Permitted LOS: A E/W Protected V/C: 0.50		+ 245 20.7%		+ 118 6.5%	
74 Junction Bl & Revere Dr				74 Junction Bl & Revere Dr				74 Junction Bl & Revere Dr			
In 3 2 7 164 962 0 In 142 561 1 432 2 679 0 In 3 2 7 164 962 0 In 142 561 1 432 2 679 0 In		In 3 4 3 884 656 1 In 669 1,153 3 332 2 293 0 In 3 4 3 884 656 1 In 669 1,153 3 332 2 293 0 In		In 3 4 3 979 640 1 In 689 1,119 3 337 2 326 0 In 3 4 3 979 640 1 In 689 1,119 3 337 2 326 0 In		In 0 0 0 0 122 0 In (1) 4 0 0 0 122 0 In 0 0 0 0 0 122 0 In (1) 4 0 0 0 122 0 In		In 0 0 0 0 33 8£ 95 0 In 20 0 (34) 0 5 8£ 95 0 In 0 0 0 0 5 8£ 95 0 In 20 0 (34) 0 5 8£ 95 0 In			
N/S Protected LOS: A E/W Split Phase V/C: 0.49		N/S Protected LOS: D E/W Split Phase V/C: 0.82		N/S Protected LOS: A E/W Split Phase V/C: 0.48		N/S Protected LOS: D E/W Split Phase V/C: 0.85		+ 107 3.6%		+ 103 2.6%	
75 Junction Bl & Washington Bl				75 Junction Bl & Washington Bl				75 Junction Bl & Washington Bl			
In 157 246 34 985 559 37 In 127 271 187 985 559 37 In 157 246 34 985 559 37 In 127 271 187 985 559 37 In		In 200 694 214 460 194 39 In 918 437 240 460 194 39 In 200 694 214 460 194 39 In 918 437 240 460 194 39 In		In 191 880 127 428 248 33 In 119 128 181 925 711 37 In 191 880 127 428 248 33 In 119 128 181 925 711 37 In		In 0 59 3 6 152 76 0 In (8) (143) (6) 68 3 6 152 76 0 In 0 59 3 6 152 76 0 In (8) (143) (6) 68 3 6 152 76 0 In		In 90 186 (87) 32 91 1 (304) (1) (111) (277) 46 90 186 (87) 32 91 1 (304) (1) 90 186 (87) 32 91 1 (304) (1) (111) (277) 46 90 186 (87) 32 91 1 (304) (1)			
N/S Protected LOS: B E/W Protected V/C: 0.67		N/S Protected LOS: B E/W Protected V/C: 0.64		N/S Protected LOS: A E/W Protected V/C: 0.56		N/S Protected LOS: B E/W Protected V/C: 0.61		- (263) -8.1%		- (540) -13.6%	
76 Junction Bl & Woodcreek Oaks Bl				76 Junction Bl & Woodcreek Oaks Bl				76 Junction Bl & Woodcreek Oaks Bl			
In 77 350 69 170 611 319 Ov 88 490 87 170 611 319 Ov 77 350 69 170 611 319 Ov 88 490 87 170 611 319 Ov		In 117 621 200 205 658 585 Ov 182 770 148 205 658 585 Ov 117 621 200 205 658 585 Ov 182 770 148 205 658 585 Ov		In 124 640 198 207 646 580 Ov 88 489 87 207 646 580 Ov 124 640 198 207 646 580 Ov 88 489 87 207 646 580 Ov		In 0 0 0 0 10 21 3 In 0 (1) 0 0 0 10 21 3 In 0 0 0 0 0 10 21 3 In 0 (1) 0 0 0 10 21 3 In		In 7 19 (2) 2 34 (6) 18 (3) (4) 1 (11) 1 24 19 (2) 34 (6) 18 (3) (4) 7 19 (2) 2 34 (6) 18 (3) (4) 1 (11) 1 24 19 (2) 34 (6) 18 (3) (4)			
N/S Protected LOS: A E/W Protected V/C: 0.53		N/S Protected LOS: C E/W Protected V/C: 0.72		N/S Protected LOS: A E/W Protected V/C: 0.53		N/S Protected LOS: C E/W Protected V/C: 0.71		+ 0 0.0%		- (7) -0.1%	
77 Lead Hill Bl & N Sunrise Av				77 Lead Hill Bl & N Sunrise Av				77 Lead Hill Bl & N Sunrise Av			
In 24 145 19 42 326 286 In 81 247 14 42 326 286 In 24 145 19 42 326 286 In 81 247 14 42 326 286 In		In 84 411 189 73 241 531 In 104 643 6 73 241 531 In 84 411 189 73 241 531 In 104 643 6 73 241 531 In		In 84 413 192 72 275 489 In 104 646 2 72 275 489 In 84 413 192 72 275 489 In 104 646 2 72 275 489 In		In 1 2 1 1 5 11 In 0 (4) (12) 4 2 1 5 11 In 1 2 1 1 5 11 In 0 (4) (12) 4 2 1 5 11 In		In 0 5 2 3 34 (6) 18 (3) (4) 0 3 (1) 5 2 34 (6) 18 (3) (4) 0 5 2 3 34 (6) 18 (3) (4) 0 3 (1) 5 2 34 (6) 18 (3) (4)			
N/S Protected LOS: A E/W Protected V/C: 0.46		N/S Protected LOS: B E/W Protected V/C: 0.62		N/S Protected LOS: A E/W Protected V/C: 0.46		N/S Protected LOS: B E/W Protected V/C: 0.65		- (5) -0.2%		+ 6 0.2%	
78 Lead Hill Bl & Rocky Ridge Dr				78 Lead Hill Bl & Rocky Ridge Dr				78 Lead Hill Bl & Rocky Ridge Dr			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 0 0 0 0 625 49 Ov 0 41 34 0 14 Ov LOS: A V/C: 0.26		In 0 0 0 0 777 124 Ov 0 133 112 0 49 Ov LOS: A V/C: 0.42		In 0 0 0 0 642 49 Ov 0 41 34 0 14 Ov LOS: A V/C: 0.26		In 0 0 0 0 766 124 Ov 0 132 112 0 49 Ov LOS: A V/C: 0.42		0 0 0 0 17 0 (2) 0 0 0 1.1%		0 0 0 0 (11) 0 19 (1) 0 0 0 0.4%	
79 Lead Hill Bl & Wal-Mart				79 Lead Hill Bl & Wal-Mart				79 Lead Hill Bl & Wal-Mart			
Ov 81 503 223 84 6 15 Ov 187 8 75 In LOS: A V/C: 0.36		Ov 122 747 238 222 14 94 Ov 381 20 146 In LOS: A V/C: 0.52		Ov 81 503 229 84 6 15 Ov 186 8 76 In LOS: A V/C: 0.36		Ov 121 731 238 220 14 100 Ov 379 20 148 In LOS: A V/C: 0.52		0 0 6 6 0 0 0 1 3 (6) 0.2%		(1) (16) 0 (17) 2 1 (1) 1 0 0 1 (1) 1 -0.4%	
80 N Sunrise Av & Automall Dr				80 N Sunrise Av & Automall Dr				80 N Sunrise Av & Automall Dr			
In 0 576 310 0 0 0 In 185 0 57 In LOS: A V/C: 0.44		In 0 808 407 0 0 0 In 270 0 37 In LOS: B V/C: 0.61		In 0 566 320 0 0 0 In 175 0 58 In LOS: A V/C: 0.44		In 0 806 416 0 0 0 In 276 0 39 In LOS: B V/C: 0.61		0 (10) 10 0 0 0 (9) 0 1 (12) (12) -1.3%		0 (2) 9 7 0 0 8 0 0 (27) (25) (2) -0.5%	
81 N Sunrise Av & Stone Point Dr				81 N Sunrise Av & Stone Point Dr				81 N Sunrise Av & Stone Point Dr			
In 18 548 239 16 2 2 In 176 3 36 In LOS: A V/C: 0.48		In 75 1,201 249 99 22 76 In 399 14 152 In LOS: B V/C: 0.62		In 18 551 237 16 2 16 In 173 2 36 In LOS: A V/C: 0.47		In 75 1,182 250 101 23 73 In 400 14 152 In LOS: B V/C: 0.62		0 3 (2) 1 0 0 (4) (1) 0 (27) (27) -1.6%		0 (19) 1 (18) 2 1 (14) (12) (1) 1 0 0 (1) (1) -1.0%	
82 N. Sunrise & Sierra Gardens				82 N. Sunrise & Sierra Gardens				82 N. Sunrise & Sierra Gardens			
In 5 2 13 1 152 24 In 4 273 23 In LOS: A V/C: 0.14		In 8 1 6 3 514 14 In 15 231 10 In LOS: A V/C: 0.21		In 5 2 13 1 151 24 In 251 23 1 In LOS: A V/C: 0.13		In 8 1 6 3 499 14 In 15 229 10 In LOS: A V/C: 0.20		0 0 0 0 (1) (1) 0 0 (22) (22) 0 0 0 -4.2%		0 0 0 0 (15) (5) 0 0 (2) (2) 0 0 0 -2.1%	
83 Olympus Dr & Europa St				83 Olympus Dr & Europa St				83 Olympus Dr & Europa St			
In 35 0 68 173 686 10 In 133 8 12 In LOS: A V/C: 0.30		In 226 0 123 80 324 2 In 64 588 5 In LOS: A V/C: 0.44		In 37 0 67 181 665 10 In 127 224 8 In LOS: A V/C: 0.29		In 229 0 122 84 334 2 In 61 575 5 In LOS: A V/C: 0.44		2 0 1 8 (21) 0 (12) (6) 0 0 0 -1.8%		3 2 4 10 0 (1) (16) 0 0 0 (3) (13) 0 0 0 0.0%	
84 PFE & Hilltop				84 PFE & Hilltop				84 PFE & Hilltop			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 149 973 42 77 227 155 Ov 23 272 302 465 569 344 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.57		Ov 233 911 135 259 413 616 Ov 131 448 741 645 1,548 660 Ov N/S ProtectedLOS: D E/W ProtectedV/C: 0.89		Ov 139 965 41 78 214 155 Ov 20 261 307 420 565 370 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.55		Ov 219 910 135 250 374 576 Ov 132 438 760 643 1,524 694 Ov N/S ProtectedLOS: D E/W ProtectedV/C: 0.87		(10) (8) (1) (9) (11) 1 (13) 0 5 (23) 26 - (63)-1.8%		(14) (1) 0 10 (19) (15) (9) (39) (40) 8 (2) (24) 34 - (85)-1.3%	
85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway			
Ig 6 1,173 15 26 325 951 Ig 30 244 471 1,048 1,472 755 Ig N/S ProtectedLOS: D E/W ProtectedV/C: 0.85		Ig 5 1,384 24 32 381 988 Ig 39 429 867 1,033 1,351 514 Ig N/S ProtectedLOS: F E/W ProtectedV/C: 1.01		Ig 29 1,080 12 63 746 494 Ig 32 359 704 375 1,463 877 Ig N/S ProtectedLOS: C E/W ProtectedV/C: 0.80		Ig 59 1,354 25 61 512 329 Ig 35 887 1,014 480 1,329 856 Ig N/S ProtectedLOS: F E/W ProtectedV/C: 1.11		(93) (3) 2 115 233 37 421 (457) (560) (9) 122 - (282)-4.3%		(30) 1 (4) 601 458 25 29 131 (659) 147 (233) (22) 342 - (106)-1.5%	
86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont			
Ig 8 6 126 19 2,130 14 Ig 84 1,290 63 102 21 60 Ig N/S ProtectedLOS: B E/W ProtectedV/C: 0.63		Ig 13 9 65 9 2,216 9 Ig 78 2,050 103 261 25 23 Ig N/S ProtectedLOS: C E/W ProtectedV/C: 0.77		Ig 9 7 125 20 2,337 23 Ig 67 1,374 63 107 21 55 Ig N/S ProtectedLOS: B E/W ProtectedV/C: 0.68		Ig 15 9 65 9 2,273 9 Ig 76 2,158 103 322 27 22 Ig N/S ProtectedLOS: D E/W ProtectedV/C: 0.82		(1) 1 (1) 67 84 1 207 9 0 0 (5) + 2857.3%		2 0 0 106 108 2 0 62 2 (1) + 2274.7%	
87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy			
Ov 8 922 53 14 18 46 In 42 12 221 5 427 147 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.32		Ov 25 881 87 14 14 35 In 55 27 308 73 1,481 278 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.53		Ov 8 912 53 14 18 46 In 43 12 214 5 415 152 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.32		Ov 25 850 86 14 14 35 In 56 27 321 73 1,431 290 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.52		(10) 0 1 (6) 0 0 0 0 (7) 5 - (23)-1.2%		(31) (1) 14 0 13 0 0 0 (38) (50) 12 - (56)-1.7%	
88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park			
Ov 24 5 80 39 969 4 Ov 63 940 6 15 15 4 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.42		Ov 25 4 86 17 1,102 16 Ov 84 1,087 3 7 4 3 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.45		Ov 113 124 52 137 987 11 Ov 86 448 82 20 178 120 Ov N/S ProtectedLOS: A E/W ProtectedV/C: 0.56		Ov 139 322 104 82 662 18 Ov 60 1,079 128 12 136 126 Ov N/S ProtectedLOS: B E/W ProtectedV/C: 0.66		89 119 (28) (393) (492) 180 98 18 7 23 76 284 116 + 1949.0%		114 318 18 93 (8) 450 65 (440) 2 125 260 132 123 + 43017.6%	
89 Pleasant Grove & Market				89 Pleasant Grove & Market				89 Pleasant Grove & Market			
In 43 0 92 45 1,175 0 In 30 745 0 0 0 0 In N/S ProtectedLOS: A E/W ProtectedV/C: 0.45		In 34 0 38 42 1,067 0 In 60 1,540 0 0 0 0 In N/S ProtectedLOS: A E/W ProtectedV/C: 0.57		In 52 0 78 52 1,640 0 In 24 1,013 0 0 0 0 In N/S ProtectedLOS: B E/W ProtectedV/C: 0.60		In 44 0 31 57 1,418 0 In 21 1,953 0 0 0 0 In N/S ProtectedLOS: C E/W ProtectedV/C: 0.72		9 0 (5) (14) 262 268 7 465 0 (6) 0 0 0 + 72934.2%		10 0 3 (7) 374 413 15 351 0 (39) 0 0 0 + 74326.7%	
90 Pleasant Grove & Michener				90 Pleasant Grove & Michener				90 Pleasant Grove & Michener			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 12 5 14 60 1,119 57 24 1,140 9 5 19 75 Ov N/S Protected LOS: A E/W Protected V/C: 0.46		Ov 31 19 24 15 1,306 89 16 1,352 8 11 8 30 Ov N/S Protected LOS: A E/W Protected V/C: 0.55		Ov 13 7 17 56 615 45 26 1,119 4 9 27 50 Ov N/S Protected LOS: A E/W Protected V/C: 0.45		Ov 36 34 31 16 1,235 62 18 904 25 11 14 16 Ov N/S Protected LOS: A E/W Protected V/C: 0.47		1 2 3 (4) (504) (12) 2 (21) (5) 4 (13) (25) - (551) -21.7%		5 15 7 (97) (71) (27) 2 (448) 17 0 (8) (14) - (507) -17.4%	
91 Pleasant Grove & Monument				91 Pleasant Grove & Monument				91 Pleasant Grove & Monument			
In 4 0 29 7 744 0 10 1,168 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.41		In 21 0 64 82 1,491 0 8 1,042 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.59		In 6 0 25 4 1,025 0 10 1,644 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.57		In 23 0 58 77 1,920 0 11 1,414 0 0 0 0 In N/S Permitted LOS: C E/W Protected V/C: 0.73		2 0 0 (3) 278 281 (2) 0 0 0 0 0 + 752 38.3%		2 0 0 (5) 424 429 (4) 0 0 3 0 0 + 795 29.4%	
92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek			
Ig 58 747 167 218 757 846 40 1,233 872 420 1,096 469 Ig N/S Protected LOS: F E/W Protected V/C: 1.01		Ig 57 1,128 475 187 1,761 856 44 1,577 702 474 1,211 966 Ig N/S Protected LOS: F E/W Protected V/C: 1.24		Ig 58 747 166 200 791 821 34 1,317 992 452 1,058 464 Ig N/S Protected LOS: F E/W Protected V/C: 1.01		Ig 58 1,130 458 192 1,850 814 44 1,598 737 488 1,221 960 Ig N/S Protected LOS: F E/W Protected V/C: 1.23		0 0 (1) (9) 34 (25) (6) 0 (11) 32 (38) (5) + 177 2.6%		1 2 (17) 52 89 (42) (14) 0 18 21 95 14 35 10 (6) + 112 1.2%	
93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy			
Ov 21 0 140 80 678 0 3 1,031 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.44		Ov 11 0 166 300 1,219 0 12 881 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.53		Ov 21 0 106 54 987 0 2 1,541 0 0 0 0 Ov N/S Permitted LOS: A E/W Protected V/C: 0.58		Ov 7 0 118 204 1,745 0 12 1,305 0 0 0 0 Ov N/S Permitted LOS: B E/W Protected V/C: 0.67		0 0 (34) (26) 283 309 (1) 0 (34) 0 0 0 + 758 38.8%		(4) 0 (48) (96) 430 526 (52) 0 0 0 0 0 + 802 31.0%	
94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City			
Ig 115 1,851 176 20 2 31 169 7 107 141 1,523 92 Ig N/S Protected LOS: A E/W Protected V/C: 0.53		Ig 303 2,166 88 194 5 143 506 6 397 325 2,614 32 Ig N/S Protected LOS: C E/W Protected V/C: 0.79		Ig 114 1,847 174 19 2 31 168 7 108 143 1,594 96 Ig N/S Protected LOS: A E/W Protected V/C: 0.53		Ig 301 2,206 87 191 5 148 504 6 399 327 2,608 33 Ig N/S Protected LOS: C E/W Protected V/C: 0.80		(1) (4) (2) (1) 0 0 (7) 0 0 2 77 71 + 69 1.6%		(2) 40 (1) 2 0 5 (2) 37 0 (3) 2 (6) 1 0 1 + 36 0.5%	
95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe			
Ov 258 473 99 112 882 160 284 1,540 53 174 1,080 321 Ov N/S Protected LOS: D E/W Protected V/C: 0.82		Ov 267 1,077 117 189 2,003 365 140 1,712 205 182 607 384 Ov N/S Protected LOS: D E/W Protected V/C: 0.83		Ov 251 469 98 133 956 159 159 1,763 65 139 1,086 316 Ov N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 133 1,118 114 187 2,197 345 140 1,796 157 204 623 360 Ov N/S Protected LOS: D E/W Protected V/C: 0.86		(7) (4) (1) 21 74 (1) (12) 223 12 (35) 6 (5) + 158 2.9%		(134) 41 (3) (2) 172 194 (96) 0 14 84 96 22 (48) 16 (24) + 126 1.7%	
96 Pleasant Grove & Washington				96 Pleasant Grove & Washington				96 Pleasant Grove & Washington			
In 0 0 0 0 780 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.41		In 0 0 0 0 1,965 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.59		In 0 0 0 0 908 0 0 0 0 In N/S Permitted LOS: A E/W Protected V/C: 0.57		In 0 0 0 0 2,355 0 0 0 0 In N/S Permitted LOS: C E/W Protected V/C: 0.73		0 0 0 0 128 0 0 0 0 0 0 0 + 124 2.9%		0 0 0 0 222 390 0 0 0 0 0 0 + 126 1.7%	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
0 1,827 33 In N/S Permitted E/W Protected 75 207 414 Ov LOS: B V/C: 0.69		0 1,613 265 In N/S Permitted E/W Protected 402 167 249 Ov LOS: C V/C: 0.80		0 2,189 11 In N/S Permitted E/W Protected 71 148 216 Ov LOS: B V/C: 0.64		0 1,774 187 In N/S Permitted E/W Protected 234 7 236 Ov LOS: B V/C: 0.60		0 362 (22) In N/S Permitted E/W Protected (4) (257) (198) Ov 6.2%		0 161 (78) In N/S Permitted E/W Protected (168) (173) (13) Ov 2.8%	
97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr			
91 163 979 245 In N/S Protected E/W Protected 234 557 157 Ov LOS: B V/C: 0.65		220 97 967 184 In N/S Protected E/W Protected 371 299 1,286 557 Ov LOS: E V/C: 0.93		131 132 1,464 241 In N/S Protected E/W Protected 150 256 782 19 Ov LOS: B V/C: 0.65		202 138 1,276 178 In N/S Protected E/W Protected 406 186 1,707 418 Ov LOS: D V/C: 0.87		40 (31) 485 (4) In N/S Protected E/W Protected (84) (13) (295) (172) Ov 4.7%		(18) 41 309 (30) In N/S Protected E/W Protected (216) (186) (97) (253) Ov 1.9%	
98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl			
5 261 63 In N/S Protected E/W Split Phase 13 0 6 Ov LOS: A V/C: 0.55		14 1,565 76 In N/S Protected E/W Split Phase 62 6 52 Ov LOS: B V/C: 0.60		5 268 63 In N/S Protected E/W Split Phase 13 0 6 Ov LOS: A V/C: 0.54		15 1,558 76 In N/S Protected E/W Split Phase 62 6 52 Ov LOS: B V/C: 0.60		0 7 0 In N/S Protected E/W Split Phase 0 0 0 Ov -0.3%		1 (7) 0 In N/S Protected E/W Split Phase 0 0 0 Ov -0.1%	
99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr			
0 250 27 In N/S Protected E/W Permitted 132 17 78 Ov LOS: A V/C: 0.52		0 1,483 158 In N/S Protected E/W Permitted 102 0 3 Ov LOS: A V/C: 0.50		0 258 27 In N/S Protected E/W Permitted 132 17 76 Ov LOS: A V/C: 0.52		0 1,475 160 In N/S Protected E/W Permitted 102 0 3 Ov LOS: A V/C: 0.49		0 8 0 In N/S Protected E/W Permitted (2) 0 (2) Ov -0.5%		0 2 0 In N/S Protected E/W Permitted (8) 0 0 Ov -0.1%	
100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr			
3 258 53 In N/S Protected E/W Split Phase 18 18 47 Ov LOS: A V/C: 0.58		30 1,346 47 In N/S Protected E/W Split Phase 146 23 152 Ov LOS: B V/C: 0.67		3 265 61 In N/S Protected E/W Split Phase 18 18 47 Ov LOS: A V/C: 0.59		30 1,338 47 In N/S Protected E/W Split Phase 146 23 152 Ov LOS: B V/C: 0.67		0 7 8 In N/S Protected E/W Split Phase 0 0 0 Ov 0.1%		0 (8) 0 In N/S Protected E/W Split Phase 0 0 0 Ov 0.1%	
101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr			
3 0 34 In N/S Protected E/W Protected 61 167 0 Ov LOS: A V/C: 0.09		30 0 257 In N/S Protected E/W Protected 47 262 1 Ov LOS: A V/C: 0.28		3 0 34 In N/S Protected E/W Protected 55 167 0 Ov LOS: A V/C: 0.09		30 0 264 In N/S Protected E/W Protected 46 262 1 Ov LOS: A V/C: 0.28		0 0 0 In N/S Protected E/W Protected (6) 0 0 Ov -1.4%		0 0 7 In N/S Protected E/W Protected (1) 0 0 Ov 0.7%	
102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway					2025 Cumulative Plus Project Without Placer Parkway					New 2025 Cumulative Plus Project Without Placer Parkway Delta				
AM Peak Hour			PM Peak Hour		AM Peak Hour			PM Peak Hour		AM Peak Hour			PM Peak Hour	
In 000 000 1,92488 In 000 1,82672 000 123In N/S Protected LOS: A E/W Protected V/C: 0.56			In 000 000 2,211205 In 000 1,957395 000 90In N/S Protected LOS: D E/W Protected V/C: 0.82		In 000 000 2,01784 In 000 1,80973 000 132In N/S Protected LOS: A E/W Protected V/C: 0.59			In 000 000 2,213185 In 000 1,952458 000 89In N/S Protected LOS: D E/W Protected V/C: 0.86		000 (16)(17) 01 69 (4)(20) + 79 1.9%			000 58(5) 63(1) (1) + 39 0.8%	
103 Roseville Parkway & Chase					103 Roseville Parkway & Chase					103 Roseville Parkway & Chase				
Ov 702 76 1,81251 In 000 435 000 4Ov N/S Split Phase LOS: A E/W Protected V/C: 0.52			Ov 2905 246 2,40940 Ov 000 306 000 11Ov N/S Split Phase LOS: C E/W Protected V/C: 0.79		Ov 742 73 1,79251 Ov 000 423 000 4Ov N/S Split Phase LOS: A E/W Protected V/C: 0.53			Ov 3115 224 2,43340 Ov 000 329 000 11Ov N/S Split Phase LOS: C E/W Protected V/C: 0.80		400 (3)(12) (7)(20) 000 + 33 0.7%			2100 (22) 4724 000 + 31 0.5%	
104 Roseville Parkway & Creekside Ridge					104 Roseville Parkway & Creekside Ridge					104 Roseville Parkway & Creekside Ridge				
Ov 2494 411 1,6235 In 000 919 000 20In N/S Permitted LOS: D E/W Protected V/C: 0.88			Ov 3013 1,097 2,02415 In 000 677 000 11In N/S Permitted LOS: D E/W Protected V/C: 0.84		Ov 2514 410 1,6055 In 000 911 000 20In N/S Permitted LOS: D E/W Protected V/C: 0.88			Ov 2983 1,092 2,08615 In 000 683 000 11In N/S Permitted LOS: D E/W Protected V/C: 0.84		200 (1)(8) (26)(18) 000 + 79 1.5%			(3)00 (5) 6862 000 + 61 0.9%	
105 Roseville Parkway & Gibson					105 Roseville Parkway & Gibson					105 Roseville Parkway & Gibson				
Ov 4494 8 1,879297 Ig 000 32 000 122Ig N/S Protected LOS: C E/W Protected V/C: 0.75			Ov 211199 35 2,528250 Ig 000 29 000 296Ig N/S Protected LOS: E E/W Protected V/C: 0.91		Ov 4890 8 1,887287 Ig 000 32 000 121Ig N/S Protected LOS: C E/W Protected V/C: 0.75			Ov 204216 35 2,559261 Ig 000 29 000 278Ig N/S Protected LOS: E E/W Protected V/C: 0.91		400 (2)8 (10) 000 + 22 0.4%			(7)170 4231 (20)(18) + 14 0.2%	
106 Roseville Parkway & N. Sunrise					106 Roseville Parkway & N. Sunrise					106 Roseville Parkway & N. Sunrise				
Ig 221 8 2,274265 Ig 000 17 000 202Ig N/S Split Phase LOS: A E/W Protected V/C: 0.54			Ig 80142 91 2,267255 Ig 000 96 000 261Ig N/S Split Phase LOS: C E/W Protected V/C: 0.79		Ig 221 8 2,242269 Ig 000 17 000 221Ig N/S Split Phase LOS: A E/W Protected V/C: 0.55			Ig 80173 4 2,361237 Ig 000 97 000 259Ig N/S Split Phase LOS: C E/W Protected V/C: 0.80		000 (28)(32) 4 1919 (2)(4) + 64 1.2%			0310 (87) 7794 (1)(2) + 18 0.3%	
107 Roseville Parkway & Reserve					107 Roseville Parkway & Reserve					107 Roseville Parkway & Reserve				
Ov 4840 87 1,9112 Ov 000 82 000 0Ov N/S Split Phase LOS: A E/W Protected V/C: 0.56			Ov 4390 114 1,8582 Ov 000 132 000 0Ov N/S Split Phase LOS: C E/W Protected V/C: 0.76		Ov 4830 87 1,9282 Ov 000 83 000 0Ov N/S Split Phase LOS: A E/W Protected V/C: 0.56			Ov 4400 112 1,8352 Ov 000 131 000 0Ov N/S Split Phase LOS: C E/W Protected V/C: 0.77		(1)00 (1)(2) 000 + 16 0.3%			100 (2) 3940 000 + 3 0.1%	
108 Roseville Parkway & Secret Ravine					108 Roseville Parkway & Secret Ravine					108 Roseville Parkway & Secret Ravine				

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
116 129 579 189 1,888 53 LOS: D V/C: 0.87 174 1,895 136 273 180 312 LOS: D V/C: 0.84		136 391 482 224 2,396 336 LOS: D V/C: 0.84 735 2,263 212 352 349 137 LOS: D V/C: 0.84		119 135 578 196 1,944 58 LOS: D V/C: 0.85 179 1,872 151 262 178 303 LOS: D V/C: 0.85		143 374 478 218 2,354 345 LOS: D V/C: 0.85 762 2,317 166 339 332 164 LOS: D V/C: 0.85		3 6 (1) 8 15 (3) (23) 7 (17) (4) (14) (46) (6) (3) (17)		5 (23) 15 (9) (3) (2) (9) 27 54 (17) 35 (13) (17) (42) (60) 9	
+ 510.9%				- (21)-0.3%							
109Roseville Parkway & Taylor				109Roseville Parkway & Taylor				109Roseville Parkway & Taylor			
65 1 16 23 2,092 6 LOS: A V/C: 0.47 24 2,427 10 52 1 43 LOS: A V/C: 0.59		196 1 90 159 3,037 41 LOS: A V/C: 0.59 83 2,476 34 19 1 28 LOS: A V/C: 0.59		66 1 16 35 2,171 6 LOS: A V/C: 0.47 24 2,399 10 52 1 43 LOS: A V/C: 0.47		169 1 90 165 3,036 41 LOS: A V/C: 0.59 83 2,570 34 18 1 28 LOS: A V/C: 0.59		0 (28) (28) 12 0 0 (27) 0 0 94 94 0 6 (1) (1) (1) 5 0			
+ 641.3%				+ 711.2%							
110Roseville Parkway & West Mall				110Roseville Parkway & West Mall				110Roseville Parkway & West Mall			
0 1,776 128 0 0 0 LOS: A V/C: 0.54 277 0 183 0 1,505 47 LOS: A V/C: 0.54		119 82 76 0 0 0 LOS: B V/C: 0.62 1,788 0 2,207 0 155 0 LOS: B V/C: 0.62		127 277 183 0 0 0 LOS: A V/C: 0.54 1,793 0 1,504 0 47 0 LOS: A V/C: 0.54		118 82 76 0 0 0 LOS: B V/C: 0.63 1,764 0 2,245 0 156 0 LOS: B V/C: 0.63		0 0 0 16 0 0 0 0 0 0 0 0 0 (1) (1) (25) 39 1			
+ 150.4%				+ 140.3%							
111Roseville Pw & Alexandra Dr				111Roseville Pw & Alexandra Dr				111Roseville Pw & Alexandra Dr			
3 383 77 5 103 345 LOS: A V/C: 0.52 418 610 82 380 655 179 LOS: A V/C: 0.52		36 754 591 38 547 553 LOS: C V/C: 0.73 119 443 191 495 546 82 LOS: C V/C: 0.73		3 364 77 5 112 374 LOS: A V/C: 0.54 468 528 83 450 582 170 LOS: A V/C: 0.54		36 946 363 37 718 379 LOS: C V/C: 0.76 120 456 181 499 545 81 LOS: C V/C: 0.76		0 (19) 0 0 8 29 (31) (82) 1 50 (12) (9) 70 (73) (4) (1) 2 (1)			
- (24)-0.7%				- (34)-0.8%							
112Roseville Pw & Eureka Rd				112Roseville Pw & Eureka Rd				112Roseville Pw & Eureka Rd			
65 1,783 23 30 11 143 LOS: B V/C: 0.61 48 19 10 198 1,544 2 LOS: B V/C: 0.61		57 1,876 11 148 27 257 LOS: B V/C: 0.65 11 13 5 212 1,761 8 LOS: B V/C: 0.65		68 1,797 23 30 11 144 LOS: B V/C: 0.61 48 19 10 199 1,535 2 LOS: B V/C: 0.61		57 1,860 11 145 27 254 LOS: B V/C: 0.65 11 13 5 216 1,800 8 LOS: B V/C: 0.65		3 14 0 0 1 1 (3) (3) (1) 0 0 0 0 0 0 (8) (9) (1)			
+ 100.3%				+ 210.5%							
113Roseville Pw & Lead Hill/Orvietto				113Roseville Pw & Lead Hill/Orvietto				113Roseville Pw & Lead Hill/Orvietto			
0 0 0 0 868 19 LOS: A V/C: 0.41 0 0 0 0 0 0 LOS: A V/C: 0.41		0 0 0 0 1,158 148 LOS: A V/C: 0.49 0 0 0 0 57 50 LOS: A V/C: 0.49		0 0 0 0 877 19 LOS: A V/C: 0.41 0 0 0 0 109 71 LOS: A V/C: 0.41		0 0 0 0 1,207 128 LOS: A V/C: 0.51 0 0 0 0 57 51 LOS: A V/C: 0.51		0 0 0 0 9 0 (3) (3) (1) 0 0 0 0 49 0 (2) (1) 1			
+ 60.3%				+ 351.4%							
114Roseville Pw & N Cirby Wy				114Roseville Pw & N Cirby Wy				114Roseville Pw & N Cirby Wy			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway			2025 Cumulative Plus Project Without Placer Parkway			New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	
Ov 259 1,410 87 134 75 155 13 1,541 80 72 13 13 In Protected LOS: A E/W Protected V/C: 0.56		Ov 6 1,483 312 106 210 133 28 1,575 126 191 22 33 In Protected LOS: B E/W Protected V/C: 0.64	Ov 259 1,422 87 135 74 155 93 1,537 79 65 3 12 In Protected LOS: A E/W Protected V/C: 0.57		Ov 5 1,453 303 109 199 133 28 1,611 131 191 22 31 In Protected LOS: B E/W Protected V/C: 0.63		(7) (10) (1) 12 1 (1) 0 0 0 (18) (5) (1) - (11) -0.3%		(1) (10) (6) (20) 3 (11) 0 0 0 (2) (2) 5 + 11 0.2%
115 Roseville Pw & Olympus Dr			115 Roseville Pw & Olympus Dr			115 Roseville Pw & Olympus Dr			
Ov 211 1,752 0 115 0 88 129 1,431 0 0 0 0 N/S Protected E/W Permitted LOS: A V/C: 0.47		Ov 243 1,620 0 360 0 330 107 1,967 0 0 0 0 N/S Protected E/W Permitted LOS: B V/C: 0.62	Ov 211 1,769 0 116 0 88 122 1,429 0 0 0 0 N/S Protected E/W Permitted LOS: A V/C: 0.47		Ov 242 1,598 0 362 0 336 106 2,003 0 0 0 0 N/S Protected E/W Permitted LOS: B V/C: 0.63		0 17 17 1 0 0 0 1 0 0 0 0 + 9 0.2%		(1) (22) 0 (23) 2 0 0 8 6 0 0 36 + 20 0.4%
116 Roseville Pw & Rocky Ridge Dr			116 Roseville Pw & Rocky Ridge Dr			116 Roseville Pw & Rocky Ridge Dr			
Ig 134 566 46 129 91 631 567 1,468 10 207 331 42 N/S Protected E/W Protected LOS: A V/C: 0.51		Ig 80 1,772 177 113 436 652 794 1,256 31 67 214 45 N/S Protected E/W Protected LOS: D V/C: 0.85	Ig 134 572 46 128 91 639 556 1,451 10 198 339 42 N/S Protected E/W Protected LOS: A V/C: 0.51		Ig 81 1,660 233 111 387 754 802 1,250 32 67 212 45 N/S Protected E/W Protected LOS: C V/C: 0.81		(9) 8 0 (1) 0 0 0 0 8 (4) (28) (17) - (16) -0.4%		(1) (112) 56 (2) 3 (6) 0 0 1 (2) (2) 0 - (3) -0.1%
117 Roseville Pw & Sierra College Bl			117 Roseville Pw & Sierra College Bl			117 Roseville Pw & Sierra College Bl			
In 18 743 1 21 5 117 41 1,325 9 5 2 48 N/S Protected E/W Split Phase LOS: A V/C: 0.58		In 8 1,442 5 5 6 104 114 1,307 17 1 7 30 N/S Protected E/W Split Phase LOS: B V/C: 0.67	In 18 743 1 21 5 117 48 1,255 8 3 48 48 N/S Protected E/W Split Phase LOS: A V/C: 0.55		In 8 1,430 5 5 6 104 122 1,314 17 1 7 29 N/S Protected E/W Split Phase LOS: B V/C: 0.67		0 0 0 0 0 0 7 (64) (70) 1 1 0 - (63) -2.7%		(12) 0 (1) (12) 0 15 0 0 7 (4) 0 (1) + 2 0.1%
118 Roseville Pw & Trestle Rd			118 Roseville Pw & Trestle Rd			118 Roseville Pw & Trestle Rd			
Ov 6 496 4 47 2 31 18 1,038 6 95 2 21 N/S Protected E/W Split Phase LOS: A V/C: 0.46		Ov 24 1,185 27 21 3 83 115 800 33 11 3 16 N/S Protected E/W Split Phase LOS: A V/C: 0.53	Ov 6 477 7 46 2 31 15 1,016 7 2 21 21 N/S Protected E/W Split Phase LOS: A V/C: 0.45		Ov 24 1,160 27 23 3 81 115 804 31 17 3 15 N/S Protected E/W Split Phase LOS: A V/C: 0.52		0 (19) 3 (16) (1) 0 0 (1) 0 0 0 0 - (41) -2.3%		(25) 0 (1) (25) 2 0 0 0 (2) 5 0 4 - (18) -0.8%
119 Roseville Pw & Village/Slate Creek			119 Roseville Pw & Village/Slate Creek			119 Roseville Pw & Village/Slate Creek			
Ig 31 494 231 59 477 2 2 833 43 410 833 112 N/S Protected E/W Protected LOS: B V/C: 0.67		Ig 205 1,036 384 38 1,025 4 6 383 134 524 736 58 N/S Protected E/W Protected LOS: C V/C: 0.73	Ig 34 480 196 96 513 3 1 721 43 373 796 108 N/S Protected E/W Protected LOS: B V/C: 0.62		Ig 230 934 388 35 1,015 4 6 400 130 507 758 58 N/S Protected E/W Protected LOS: B V/C: 0.69		(37) (37) (4) 37 36 1 (1) (113) 0 (78) (4) 0 - (163) -4.6%		(102) 4 (6) (73) (3) (10) 0 0 0 5 22 17 - (68) -1.5%
120 Roseville Pw & Washington Bl			120 Roseville Pw & Washington Bl			120 Roseville Pw & Washington Bl			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S Split Phase E/W Protected		LOS: A V/C: 0.52		N/S Split Phase E/W Protected		LOS: A V/C: 0.51		N/S Split Phase E/W Protected		LOS: A V/C: 0.53	
121 S Cirby Wy & Champion Oaks Dr				121 S Cirby Wy & Champion Oaks Dr				121 S Cirby Wy & Champion Oaks Dr			
N/S Protected E/W Permitted		LOS: C V/C: 0.75		N/S Protected E/W Permitted		LOS: C V/C: 0.75		N/S Protected E/W Permitted		LOS: C V/C: 0.73	
122 S Cirby Wy & Old Auburn Rd				122 S Cirby Wy & Old Auburn Rd				122 S Cirby Wy & Old Auburn Rd			
N/S Split Phase E/W Protected		LOS: A V/C: 0.29		N/S Split Phase E/W Protected		LOS: A V/C: 0.29		N/S Split Phase E/W Protected		LOS: A V/C: 0.33	
123 Secret Ravine & Scarborough/ Poppy Field				123 Secret Ravine & Scarborough/ Poppy Field				123 Secret Ravine & Scarborough/ Poppy Field			
N/S Protected E/W Permitted		LOS: A V/C: 0.52		N/S Protected E/W Permitted		LOS: A V/C: 0.51		N/S Protected E/W Permitted		LOS: A V/C: 0.45	
124 Sierra College & Miners Ravine				124 Sierra College & Miners Ravine				124 Sierra College & Miners Ravine			
N/S Protected E/W Permitted		LOS: A V/C: 0.50		N/S Protected E/W Permitted		LOS: A V/C: 0.50		N/S Protected E/W Permitted		LOS: A V/C: 0.59	
125 Sierra College & Secret Ravine				125 Sierra College & Secret Ravine				125 Sierra College & Secret Ravine			
N/S Protected E/W Protected		LOS: B V/C: 0.64		N/S Protected E/W Protected		LOS: A V/C: 0.56		N/S Protected E/W Protected		LOS: A V/C: 0.62	
126 Sierra College Bl & Eureka Rd				126 Sierra College Bl & Eureka Rd				126 Sierra College Bl & Eureka Rd			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S Protected E/W Split Phase	LOS: A V/C: 0.46	N/S Protected E/W Split Phase	LOS: C V/C: 0.80	N/S Protected E/W Split Phase	LOS: A V/C: 0.45	N/S Protected E/W Split Phase	LOS: C V/C: 0.78	- (20)	-0.7%	- (45)	-1.2%
127 Sierra College Bl & Indigo Creek Apts				127 Sierra College Bl & Indigo Creek Apts				127 Sierra College Bl & Indigo Creek Apts			
N/S Protected E/W Split Phase	LOS: A V/C: 0.57	N/S Protected E/W Split Phase	LOS: C V/C: 0.78	N/S Protected E/W Split Phase	LOS: A V/C: 0.57	N/S Protected E/W Split Phase	LOS: C V/C: 0.78	- (6)	-0.2%	+ 2	0.0%
128 Sierra College Bl & Old Auburn Rd				128 Sierra College Bl & Old Auburn Rd				128 Sierra College Bl & Old Auburn Rd			
N/S Protected E/W Permitted	LOS: B V/C: 0.64	N/S Protected E/W Permitted	LOS: A V/C: 0.56	N/S Protected E/W Permitted	LOS: B V/C: 0.63	N/S Protected E/W Permitted	LOS: A V/C: 0.55	- (19)	-0.7%	- (25)	-0.8%
129 Sierra College Bl & Olympus Dr				129 Sierra College Bl & Olympus Dr				129 Sierra College Bl & Olympus Dr			
N/S Protected E/W Split Phase	LOS: A V/C: 0.50	N/S Protected E/W Split Phase	LOS: B V/C: 0.65	N/S Protected E/W Split Phase	LOS: A V/C: 0.50	N/S Protected E/W Split Phase	LOS: B V/C: 0.65	+ 19	0.7%	+ 15	0.4%
130 Stanford Ranch & Fairway				130 Stanford Ranch & Fairway				130 Stanford Ranch & Fairway			
N/S Protected E/W Split Phase	LOS: A V/C: 0.39	N/S Protected E/W Split Phase	LOS: B V/C: 0.60	N/S Protected E/W Split Phase	LOS: A V/C: 0.39	N/S Protected E/W Split Phase	LOS: B V/C: 0.60	+ 7	0.2%	+ 7	0.2%
131 Stanford Ranch & Five Star				131 Stanford Ranch & Five Star				131 Stanford Ranch & Five Star			
N/S Protected E/W Split Phase	LOS: A V/C: 0.32	N/S Protected E/W Split Phase	LOS: A V/C: 0.52	N/S Protected E/W Split Phase	LOS: A V/C: 0.32	N/S Protected E/W Split Phase	LOS: A V/C: 0.52	+ 15	0.7%	+ 22	0.8%
132 Stanford Ranch & Highland Park				132 Stanford Ranch & Highland Park				132 Stanford Ranch & Highland Park			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 44939135 622550 422627 In N/S Protected LOS: C E/W Permitted V/C: 0.75		In 511,7695 771839 651262 In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 44941135 642350 412628 In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 501,7596 771839 671261 In N/S Protected LOS: C E/W Permitted V/C: 0.74		020 0(2)0 (1)(18)0 1 - (16)-0.5%		(1)(10)100 (10)21(6)0 (1)01(7)0 - (15)-0.4%	
133 Sunrise & Coloma				133 Sunrise & Coloma				133 Sunrise & Coloma			
Ov 2236 21830 82,400 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.60		Ov 250235 24024 024 Ov N/S Protected LOS: D E/W Split Phase V/C: 0.88		Ov 10237 21823 82,371 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.59		Ov 230239 2433 0273 Ov N/S Protected LOS: E E/W Split Phase V/C: 0.92		80 901 0(27)(29)(3) + 381.0%		(2)04 (60)01551 20947 + 901.8%	
134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington			
In 481,38930 47929 22,391 In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 832,38336 51911 1890 In N/S Protected LOS: C E/W Permitted V/C: 0.71		In 481,44430 47929 22,369 In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 832,36337 51911 182,085 In N/S Protected LOS: C E/W Permitted V/C: 0.70		00 (1)0(1) 0(22)0 + 320.8%		(3)00 (20)1(3)0 (19)0440 + 220.5%	
135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington			
Ov 34037 001,697 34 In N/S Protected LOS: B E/W Split Phase V/C: 0.66		Ov 60049 001,562 37 In N/S Protected LOS: B E/W Split Phase V/C: 0.62		Ov 34036 001,677 34 In N/S Protected LOS: B E/W Split Phase V/C: 0.65		Ov 60049 001,557 37 In N/S Protected LOS: B E/W Split Phase V/C: 0.62		00 (1)0(1) 0(20)0 - (18)-0.6%		000 (9)10 (8)0(5)(5)0 - (13)-0.4%	
136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr			
Ov 25604 00727 2 In N/S Protected LOS: A E/W Protected V/C: 0.41		Ov 4403 00790 6 In N/S Protected LOS: A E/W Protected V/C: 0.46		Ov 23504 00714 2 In N/S Protected LOS: A E/W Protected V/C: 0.40		Ov 4603 00779 8 In N/S Protected LOS: A E/W Protected V/C: 0.45		(21)00 (21)0(13)0 0(13)0 - (23)-1.6%		200 (5)20 (12)0(9)(11)2 - (19)-1.0%	
137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr			
Ov 145272 3555 1,292 In N/S Protected LOS: B E/W Split Phase V/C: 0.63		Ov 2894218 134 5922 In N/S Protected LOS: C E/W Split Phase V/C: 0.74		Ov 146472 486 41,257 In N/S Protected LOS: B E/W Split Phase V/C: 0.63		Ov 3214226 135 5905 In N/S Protected LOS: C E/W Split Phase V/C: 0.73		10 10(29)6 (35) - (15)-0.6%		3208 (1)(36)740 (30)0(18)(17)(1) - (8)-0.2%	
138 Washington & Diamond Oaks				138 Washington & Diamond Oaks				138 Washington & Diamond Oaks			

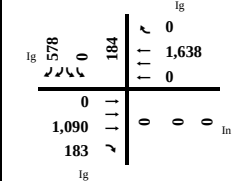
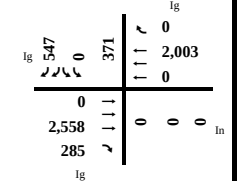
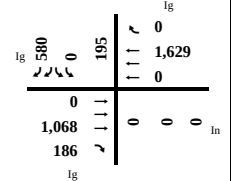
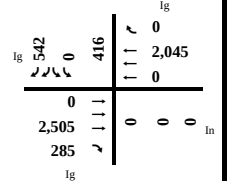
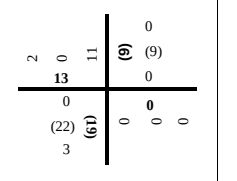
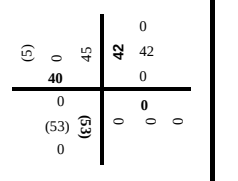
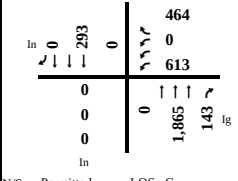
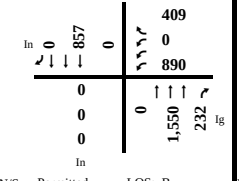
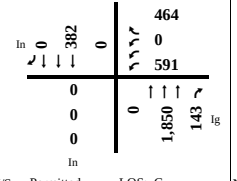
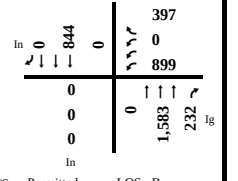
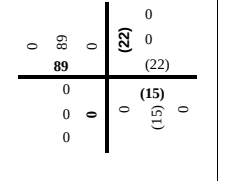
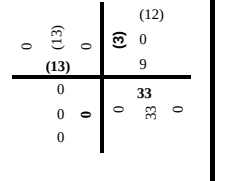
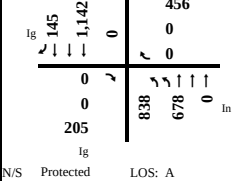
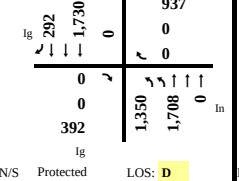
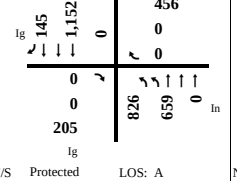
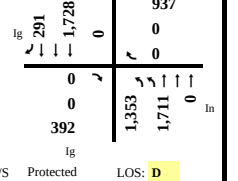
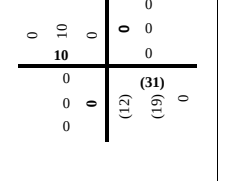
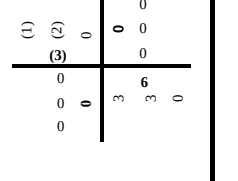
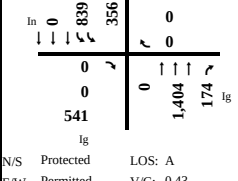
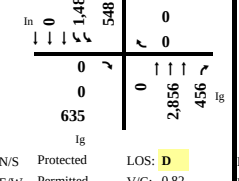
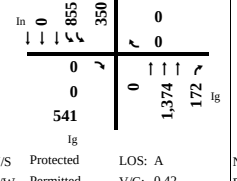
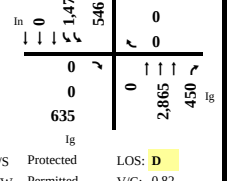
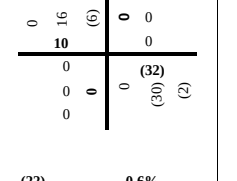
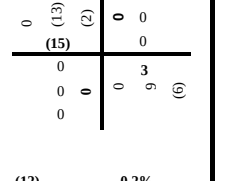
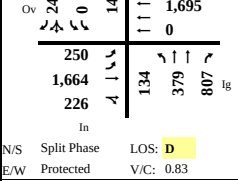
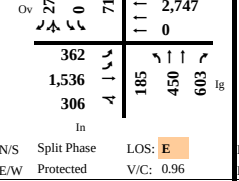
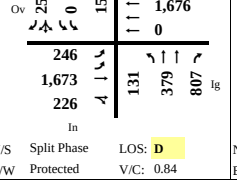
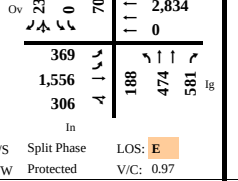
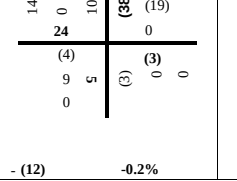
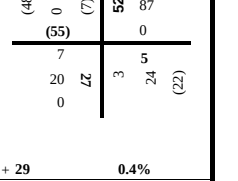
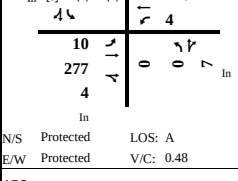
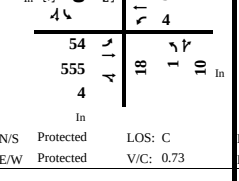
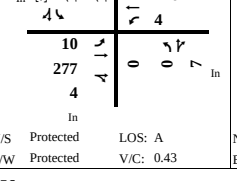
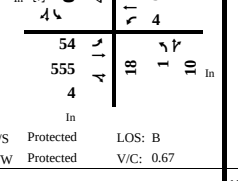
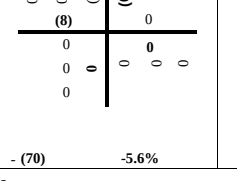
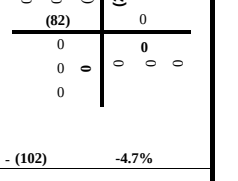
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
23 600 41 63 2 27 18 1,289 60 0 13 1 1 1 <											

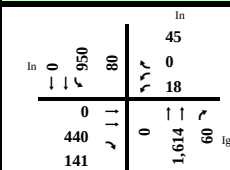
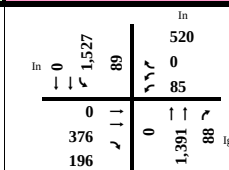
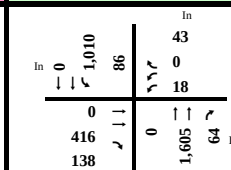
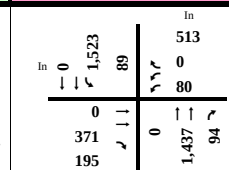
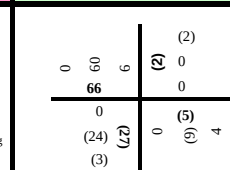
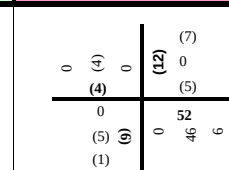
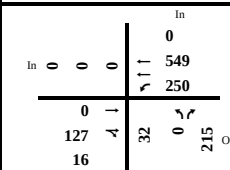
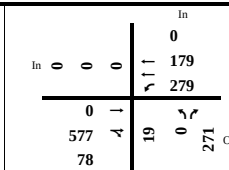
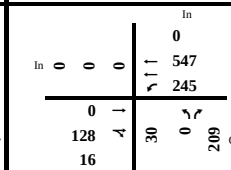
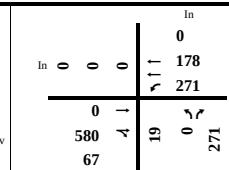
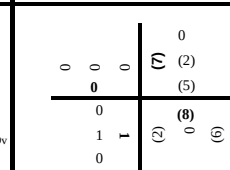
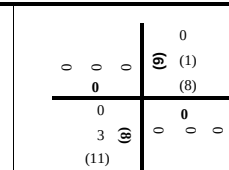
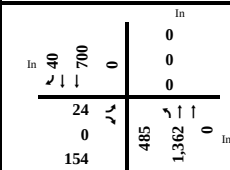
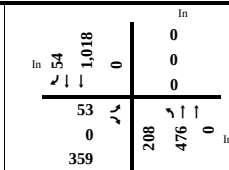
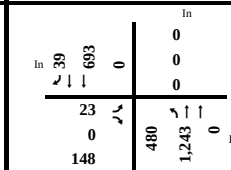
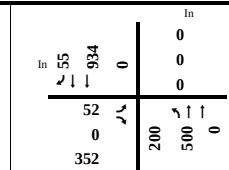
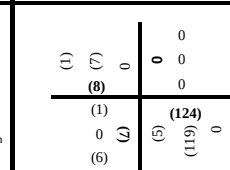
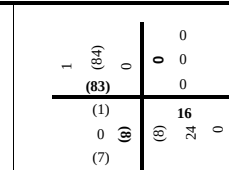
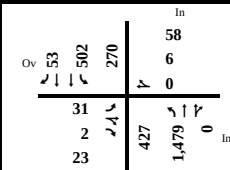
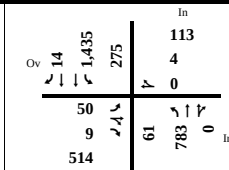
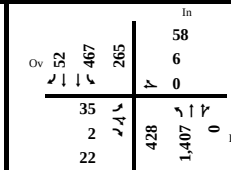
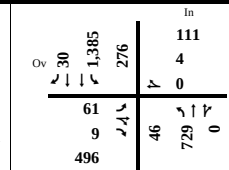
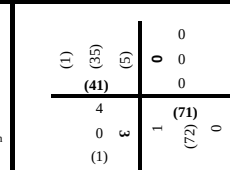
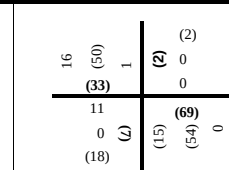
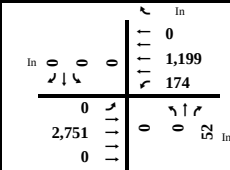
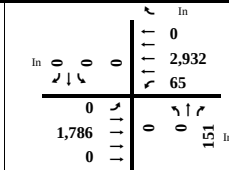
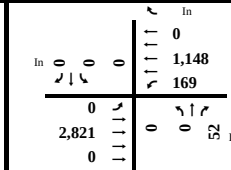
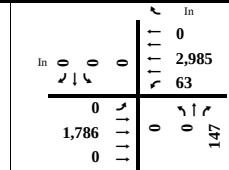
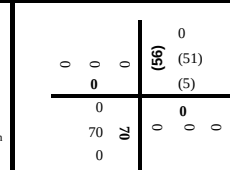
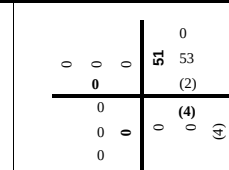
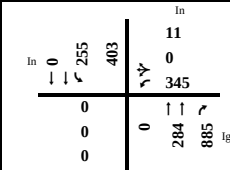
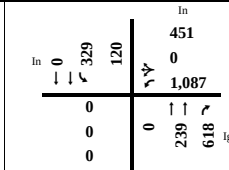
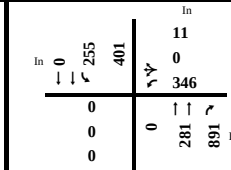
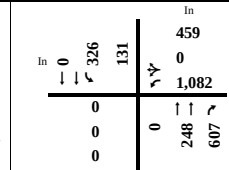
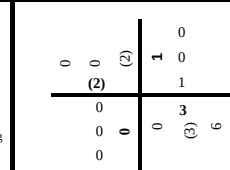
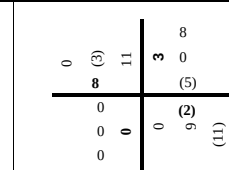
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S Protected LOS: C E/W Protected V/C: 0.71	N/S Protected LOS: A E/W Protected V/C: 0.59	N/S Protected LOS: B E/W Protected V/C: 0.61	N/S Protected LOS: A E/W Protected V/C: 0.47	- (446)	-17.3%	- (695)	-32.0%				
145 Woodcreek Oaks & Traillee				145 Woodcreek Oaks & Traillee				145 Woodcreek Oaks & Traillee			
N/S Permitted LOS: A E/W Protected V/C: 0.54	N/S Permitted LOS: C E/W Protected V/C: 0.78	N/S Permitted LOS: A E/W Protected V/C: 0.53	N/S Permitted LOS: C E/W Protected V/C: 0.77	+ 7	0.2%	+ 85	1.7%				
146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd			
N/S Protected LOS: A E/W Protected V/C: 0.48	N/S Protected LOS: B E/W Protected V/C: 0.69	N/S Protected LOS: A E/W Protected V/C: 0.46	N/S Protected LOS: C E/W Protected V/C: 0.71	- (62)	-1.2%	- (10)	-0.2%				
147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd			
N/S Permitted LOS: A E/W Protected V/C: 0.43	N/S Permitted LOS: A E/W Protected V/C: 0.56	N/S Permitted LOS: A E/W Protected V/C: 0.44	N/S Permitted LOS: A E/W Protected V/C: 0.56	- (18)	-0.8%	+ 29	0.9%				
148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd			
N/S Permitted LOS: A E/W Protected V/C: 0.53	N/S Permitted LOS: C E/W Protected V/C: 0.72	N/S Permitted LOS: A E/W Protected V/C: 0.52	N/S Permitted LOS: C E/W Protected V/C: 0.72	- (25)	-0.6%	+ 22	0.3%				
149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St			
N/S Permitted LOS: A E/W Protected V/C: 0.53	N/S Permitted LOS: C E/W Protected V/C: 0.72	N/S Permitted LOS: A E/W Protected V/C: 0.52	N/S Permitted LOS: C E/W Protected V/C: 0.72	- (25)	-0.6%	+ 22	0.3%				
150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
151 SR 65 S/B Off & Pleasant Grove Blvd		151 SR 65 S/B Off & Pleasant Grove Blvd		151 SR 65 S/B Off & Pleasant Grove Blvd		151 SR 65 S/B Off & Pleasant Grove Blvd		151 SR 65 S/B Off & Pleasant Grove Blvd		151 SR 65 S/B Off & Pleasant Grove Blvd	
											
152 I-80 WB Off & Riverside Ave		152 I-80 WB Off & Riverside Ave		152 I-80 WB Off & Riverside Ave		152 I-80 WB Off & Riverside Ave		152 I-80 WB Off & Riverside Ave		152 I-80 WB Off & Riverside Ave	
											
153 Stanford Ranch & Sr-65 N/B On		153 Stanford Ranch & Sr-65 N/B On		153 Stanford Ranch & Sr-65 N/B On		153 Stanford Ranch & Sr-65 N/B On		153 Stanford Ranch & Sr-65 N/B On		153 Stanford Ranch & Sr-65 N/B On	
											
154 Stanford Ranch/Galleria & Sr-65 S/B On		154 Stanford Ranch/Galleria & Sr-65 S/B On		154 Stanford Ranch/Galleria & Sr-65 S/B On		154 Stanford Ranch/Galleria & Sr-65 S/B On		154 Stanford Ranch/Galleria & Sr-65 S/B On		154 Stanford Ranch/Galleria & Sr-65 S/B On	
											
155 Taylor & Eureka I-80 EB Off		155 Taylor & Eureka I-80 EB Off		155 Taylor & Eureka I-80 EB Off		155 Taylor & Eureka I-80 EB Off		155 Taylor & Eureka I-80 EB Off		155 Taylor & Eureka I-80 EB Off	
											
156 Fairway & Highland Park		156 Fairway & Highland Park		156 Fairway & Highland Park		156 Fairway & Highland Park		156 Fairway & Highland Park		156 Fairway & Highland Park	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected E/W Protected	LOS: C V/C: 0.77	N/S Protected E/W Protected	LOS: D V/C: 0.90	N/S Protected E/W Protected	LOS: C V/C: 0.76	N/S Protected E/W Protected	LOS: E V/C: 0.91	+ 32	1.0%	+ 30	0.7%
157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave			
											
N/S Permitted E/W Protected	LOS: A V/C: 0.24	N/S Permitted E/W Protected	LOS: A V/C: 0.42	N/S Permitted E/W Protected	LOS: A V/C: 0.23	N/S Permitted E/W Protected	LOS: A V/C: 0.41	- (14)	-1.2%	- (17)	-1.2%
158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn			
											
N/S Protected E/W Permitted	LOS: B V/C: 0.66	N/S Protected E/W Permitted	LOS: C V/C: 0.72	N/S Protected E/W Permitted	LOS: B V/C: 0.65	N/S Protected E/W Permitted	LOS: B V/C: 0.68	- (139)	-5.0%	- (75)	-3.5%
159 Washington Blvd & Industrial				159 Washington Blvd & Industrial				159 Washington Blvd & Industrial			
											
N/S Protected E/W Permitted	LOS: C V/C: 0.74	N/S Protected E/W Permitted	LOS: B V/C: 0.69	N/S Protected E/W Permitted	LOS: C V/C: 0.71	N/S Protected E/W Permitted	LOS: B V/C: 0.66	- (109)	-3.8%	- (111)	-3.4%
160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC			
											
N/S Protected E/W Protected	LOS: B V/C: 0.61	N/S Protected E/W Protected	LOS: A V/C: 0.59	N/S Protected E/W Protected	LOS: B V/C: 0.62	N/S Protected E/W Protected	LOS: B V/C: 0.60	+ 14	0.3%	+ 47	1.0%
161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow			
											
N/S Protected E/W Permitted	LOS: A V/C: 0.48	N/S Protected E/W Permitted	LOS: B V/C: 0.67	N/S Protected E/W Permitted	LOS: A V/C: 0.48	N/S Protected E/W Permitted	LOS: B V/C: 0.68	+ 2	0.1%	+ 9	0.3%
162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: B	
E/W	Split Phase	V/C: 0.57		E/W	Split Phase	V/C: 0.65		E/W	Split Phase	V/C: 0.60	
169 Woodcreek Oaks Blvd & Parkside Wy				169 Woodcreek Oaks Blvd & Parkside Wy				169 Woodcreek Oaks Blvd & Parkside Wy			
N/S	Protected	LOS: D		N/S	Protected	LOS: C		N/S	Protected	LOS: C	
E/W	Permitted	V/C: 0.82		E/W	Permitted	V/C: 0.78		E/W	Permitted	V/C: 0.77	
170 Industrial Ave & Alantown Dr				170 Industrial Ave & Alantown Dr				170 Industrial Ave & Alantown Dr			
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A	
E/W	Split Phase	V/C: 0.45		E/W	Split Phase	V/C: 0.55		E/W	Split Phase	V/C: 0.57	
171 Roseville Pkwy & Gibson West				171 Roseville Pkwy & Gibson West				171 Roseville Pkwy & Gibson West			
N/S	Split Phase	LOS: A		N/S	Split Phase	LOS: A		N/S	Split Phase	LOS: A	
E/W	Protected	V/C: 0.53		E/W	Protected	V/C: 0.42		E/W	Protected	V/C: 0.43	
172 Washington Blvd & All America				172 Washington Blvd & All America				172 Washington Blvd & All America			
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A	
E/W	Protected	V/C: 0.14		E/W	Protected	V/C: 0.21		E/W	Protected	V/C: 0.21	
173 Cirby & Cottonwood				173 Cirby & Cottonwood				173 Cirby & Cottonwood			
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A	
E/W	Protected	V/C: 0.14		E/W	Protected	V/C: 0.21		E/W	Protected	V/C: 0.21	
174 Secret Ravine & Alexandra				174 Secret Ravine & Alexandra				174 Secret Ravine & Alexandra			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 189230 1030293 In LOS: B V/C: 0.64		In 811,4520 3704031,037 In LOS: D V/C: 0.82		In 178860 1059601,222 In LOS: B V/C: 0.60		In 1071,3960 360373969 In LOS: C V/C: 0.77		(1)(37)0 2(38)0 0(12)(17)(109)0 - (174) -6.3%		26(56)0 (30)0 (1)(98)0 (9)(30)(68)0 - (138) -4.4%	
175 Fiddymnt Rd & Fiddymnt Ranch EW Rd				175 Fiddymnt Rd & Fiddymnt Ranch EW Rd				175 Fiddymnt Rd & Fiddymnt Ranch EW Rd			
In 000 1662,5790 In LOS: A V/C: 0.48		In 000 000 In LOS: V/C: 0.00		In 000 1662,6110 In LOS: A V/C: 0.48		In 000 2312,3620 In LOS: C V/C: 0.73		(10)0 0(10)0 000 + 22 0.5%		1972,7890 2312,3620 2,9862,5930 + 5,579 #DIV/0!	
176 Douglas Bl & I-80 EB On				176 Douglas Bl & I-80 EB On				176 Douglas Bl & I-80 EB On			

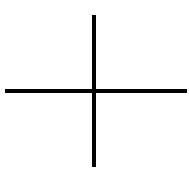
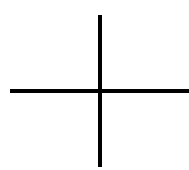
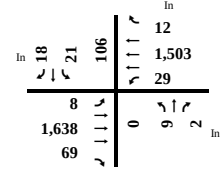
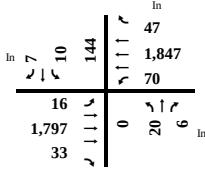
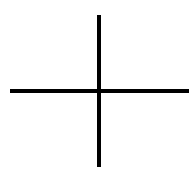
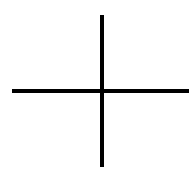
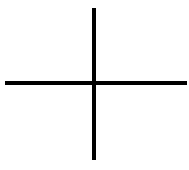
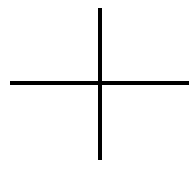
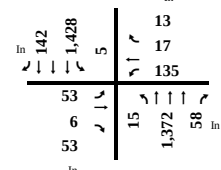
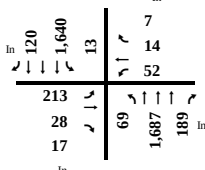
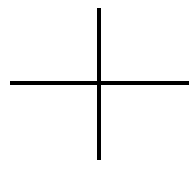
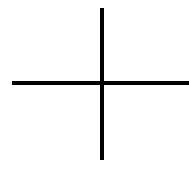
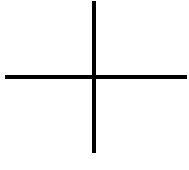
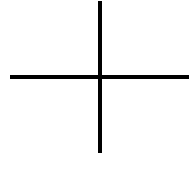
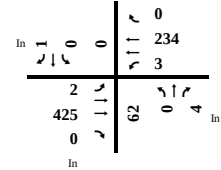
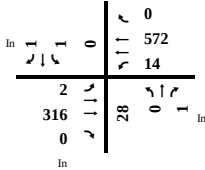
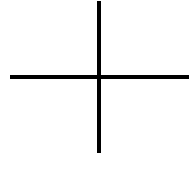
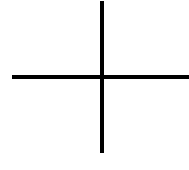
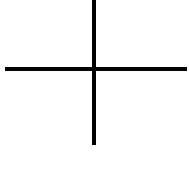
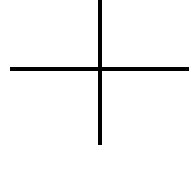
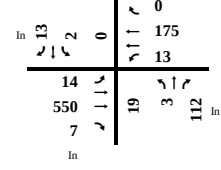
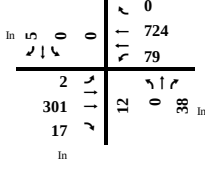
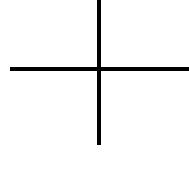
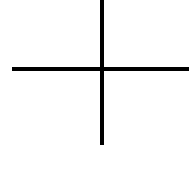
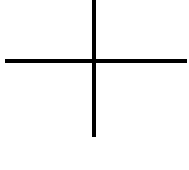
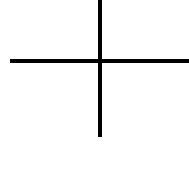
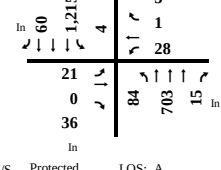
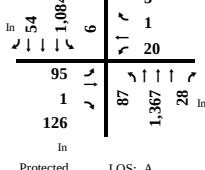
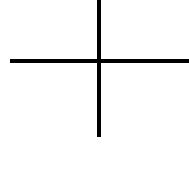
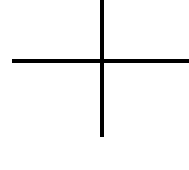
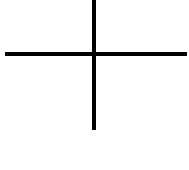
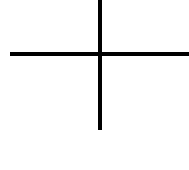
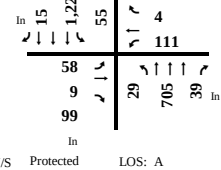
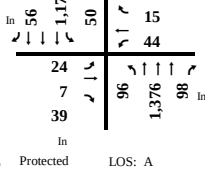
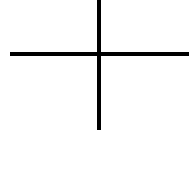
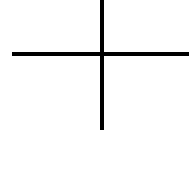
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project Without Placer Parkway		2025 Cumulative Plus Project Without Placer Parkway		New 2025 Cumulative Plus Project Without Placer Parkway Delta	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 In 0 68 89 45 341 136 0 833 379 36 82 In 665 N/S Protected LOS: A E/W Protected V/C: 0.54	 In 0 27 30 119 829 167 0 502 776 107 34 In 495 N/S Protected LOS: A E/W Protected V/C: 0.57		
177		177 Watt Ave & Pleasant Grove		177	
		 Ov 15 In 5 999 17 8 210 9 42 23 528 177 In 69 N/S Protected LOS: A E/W Protected V/C: 0.44	 Ov 14 In 8 706 23 44 411 6 16 64 1,137 266 In 26 N/S Protected LOS: A E/W Protected V/C: 0.58		
178		178 Watt Ave & Road A		178	
		 In 2 1,217 61 73 3 59 9 8 7 719 55 In 23 N/S Protected LOS: A E/W Protected V/C: 0.34	 In 6 1,157 67 72 10 119 4 3 22 1,406 57 In 8 N/S Protected LOS: A E/W Protected V/C: 0.46		
179		179 Watt Ave & Road B		179	
		 Ov 442 785 210 69 1,270 200 235 1,500 90 470 393 Ov 1 N/S Protected LOS: B E/W Protected V/C: 0.69	 Ov 417 723 119 220 1,492 575 482 1,694 93 866 478 Ov 13 N/S Protected LOS: D E/W Protected V/C: 0.83	 281 264 (523) 370 (142) 445 22 67 133 553 338 (46) (37) 221 369 + 1,370 31.9%	 282 376 (200) 242 (498) 211 458 529 201 524 333 (133) (50) 285 289 + 1,625 29.3%
180	(See Placer County Section)	180 Watt Ave & Baseline Rd		180	Watt Ave & Baseline Rd
		 In 33 1,221 2 0 41 154 139 98 26 1,309 102 In 90 N/S Protected LOS: A E/W Protected V/C: 0.47	 In 297 1,273 2 0 156 206 65 73 65 1,405 200 In 34 N/S Protected LOS: A E/W Protected V/C: 0.53		
181		181 West Side Dr & Road A		181	
		 In 11 1,442 108 106 66 115 45 157 9 1,298 130 In 19 N/S Protected LOS: A E/W Protected V/C: 0.51	 In 82 1,394 78 31 169 372 18 77 44 1,699 165 In 7 N/S Protected LOS: C E/W Protected V/C: 0.73		
182		182 West Side Dr & Road B		182	

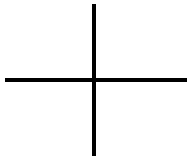
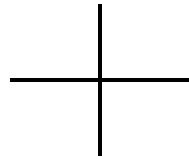
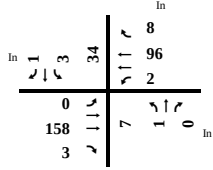
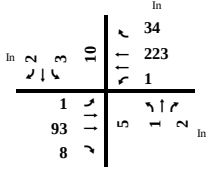
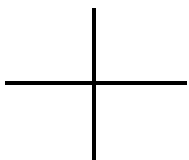
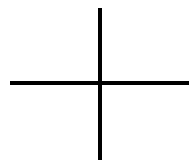
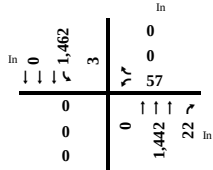
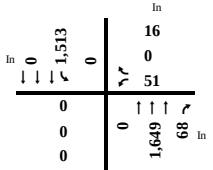
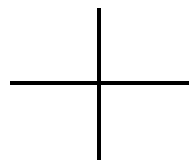
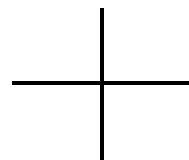
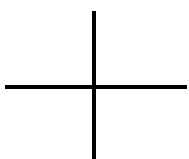
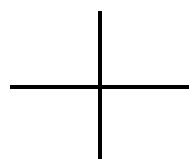
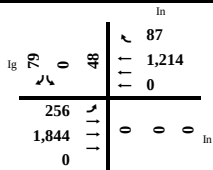
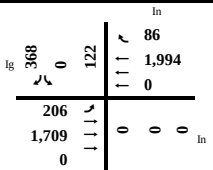
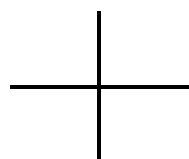
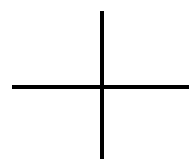
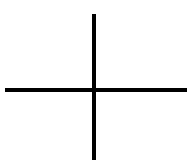
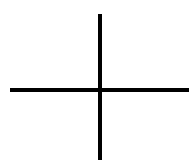
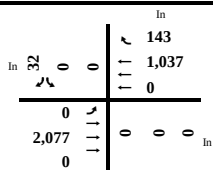
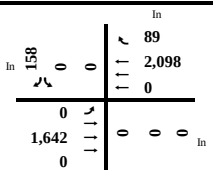
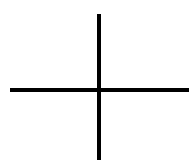
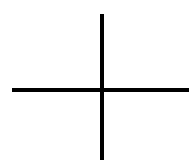
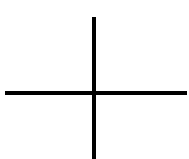
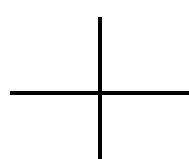
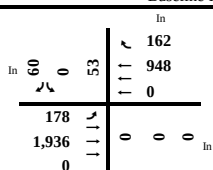
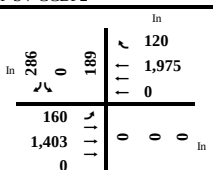
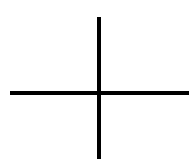
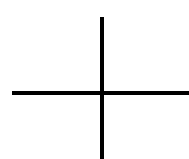
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project Without Placer Parkway		2025 Cumulative Plus Project Without Placer Parkway		New 2025 Cumulative Plus Project Without Placer Parkway Delta	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: D E/W Protected V/C: 0.82	 N/S Protected LOS: C E/W Protected V/C: 0.81	 + 1,852 43.2%	 + 2,186 42.3%
183 (See Placer County Section)		183 West Side Dr & Baseline Rd		183 West Side Dr & Baseline Rd	
		 N/S Protected LOS: A E/W Protected V/C: 0.29	 N/S Protected LOS: A E/W Protected V/C: 0.32		
184		184 Market St & Road B		184	
		 N/S Protected LOS: B E/W Protected V/C: 0.63	 N/S Protected LOS: B E/W Protected V/C: 0.65	 - (390)	 - (696)
185		185 Market St & Baseline Rd		185 Market St & Baseline Rd	
		 N/S Protected LOS: A E/W Protected V/C: 0.54	 N/S Protected LOS: A E/W Protected V/C: 0.53		
186		186 Pleasant Grove Blvd & Upland Dr		186	
		 N/S Protected LOS: A E/W Protected V/C: 0.30	 N/S Protected LOS: A E/W Protected V/C: 0.38		
187		187 Upland Dr & Road B		187	
		 N/S Protected LOS: A E/W Protected V/C: 0.51	 N/S Protected LOS: A E/W Protected V/C: 0.59		
188		188 Upland Dr & Baseline Rd		188	

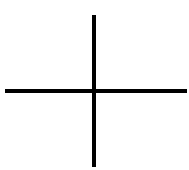
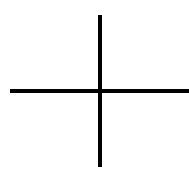
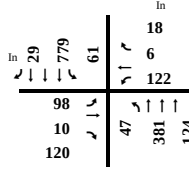
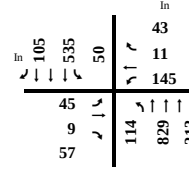
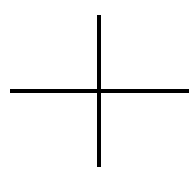
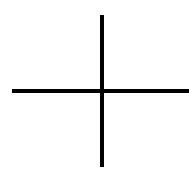
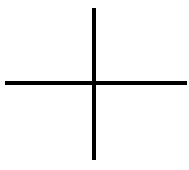
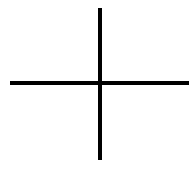
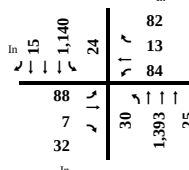
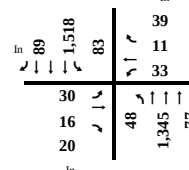
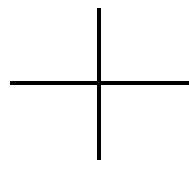
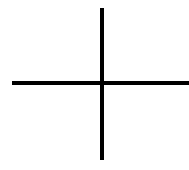
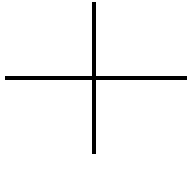
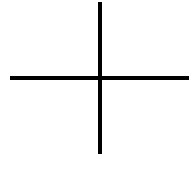
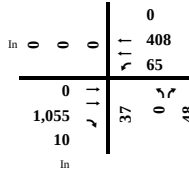
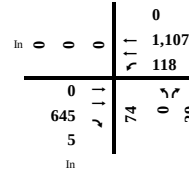
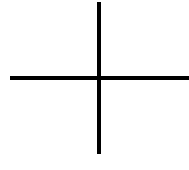
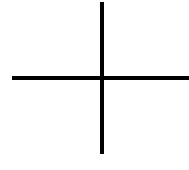
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project Without Placer Parkway		2025 Cumulative Plus Project Without Placer Parkway		New 2025 Cumulative Plus Project Without Placer Parkway Delta	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: A E/W Protected V/C: 0.48	 N/S Protected LOS: A E/W Protected V/C: 0.57		
189		189 Baseline Rd & CMU3 Entrance		189	
		 N/S Protected LOS: A E/W Protected V/C: 0.47	 N/S Protected LOS: A E/W Protected V/C: 0.58		
190		190 West Side Dr & SV EW Coll		190	
		 N/S Protected LOS: A E/W Protected V/C: 0.19	 N/S Protected LOS: A E/W Protected V/C: 0.22		
191		191 Road B & SV NS Coll 3		191	
		 N/S Protected LOS: A E/W Protected V/C: 0.28	 N/S Protected LOS: A E/W Protected V/C: 0.28		
192		192 Road B & SV NS Coll 5		192	
		 N/S Protected LOS: A E/W Protected V/C: 0.38	 N/S Protected LOS: A E/W Protected V/C: 0.42		
193		193 Watt Ave & SV CC5 CC6		193	
		 N/S Protected LOS: A E/W Protected V/C: 0.45	 N/S Protected LOS: A E/W Protected V/C: 0.43		
194		194 Watt Ave & SV EW Coll		194	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative No Project Without Placer Parkway		2025 Cumulative Plus Project Without Placer Parkway		New 2025 Cumulative Plus Project Without Placer Parkway Delta	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 N/S Protected LOS: A E/W Protected V/C: 0.08	 N/S Protected LOS: A E/W Protected V/C: 0.09	+	
195		195 Road B & SV NS Coll 2		195	
		 N/S Protected LOS: A E/W Protected V/C: 0.36	 N/S Protected LOS: A E/W Protected V/C: 0.40		
196		196 West Side Dr & SV EW Coll		196	
		 N/S Protected LOS: A E/W Protected V/C: 0.47	 N/S Protected LOS: B E/W Protected V/C: 0.66		
197		197 Baseline Rd & SV CC2		197	
		 N/S Protected LOS: A E/W Protected V/C: 0.48	 N/S Protected LOS: A E/W Protected V/C: 0.57		
198		198 Baseline Rd & SV CCBP2		198	
		 N/S Protected LOS: A E/W Protected V/C: 0.47	 N/S Protected LOS: C E/W Protected V/C: 0.74		
199		199 Baseline Rd & SV CC4		199	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Urban Reserve Area

2025 Cumulative No Project Without Placer Parkway		2025 Cumulative Plus Project Without Placer Parkway		New 2025 Cumulative Plus Project Without Placer Parkway Delta	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		 In 29 779 61 18 98 10 120 47 381 124 LOS: A V/C: 0.38	 In 105 535 50 43 45 9 57 114 829 213 LOS: A V/C: 0.36		
200		200 Watt Ave & Road C		200	
		 In 15 1,140 24 82 88 7 32 30 1,393 25 LOS: A V/C: 0.45	 In 89 1,518 83 39 30 16 20 48 1,345 77 LOS: A V/C: 0.43		
201		201 West Side Dr & Road C		201	
		 In 0 0 0 0 1,055 10 37 0 48 LOS: A V/C: 0.43	 In 0 0 0 0 645 5 74 0 29 LOS: A V/C: 0.42		
202		202 Pleasant Grove Blvd & SV NS Coll 1		202	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Creekview SP Area

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 55 1,022 73 160 18 103 91 15 119 73 160 18 103 91 15 119 LOS: A 959 26		In 75 1,168 181 99 7 38 34 7 42 181 99 7 38 34 7 42 LOS: A 1,153 98		In 50 1,367 66 136 17 108 84 15 128 66 136 17 108 84 15 128 LOS: B 1,899 19		In 64 2,125 145 83 7 24 29 7 58 145 83 7 24 29 7 58 LOS: B 1,591 108		(5) 345 (7) (20) (1) 5 333 (7) 0 9 (7) 5 333 (7) 0 9 940 (7)		(11) 957 (36) (30) (16) 0 (14) 910 (5) 459 16 (36) (30) (14) 910 (5) 459 16 11 438 10	
N/S Protected E/W Protected		LOS: A V/C: 0.44		N/S Protected E/W Protected		LOS: A V/C: 0.48		N/S Protected E/W Protected		LOS: B V/C: 0.64	
203 West Side Dr & Parkway One				203 West Side Dr & Parkway One				203 West Side Dr & Parkway One			
In 14 1,130 121 61 1 16 47 4 68 121 61 1 16 47 4 68 LOS: A 916 119		In 47 1,095 101 163 6 136 20 3 23 101 163 6 136 20 3 23 LOS: A 1,186 28		In 11 1,513 102 55 1 52 41 3 72 102 55 1 52 41 3 72 LOS: A 1,870 130		In 42 2,075 88 133 5 151 17 2 26 88 133 5 151 17 2 26 LOS: B 1,681 85		(3) 383 (19) 30 (6) 0 36 361 (6) (1) 4 (6) 0 36 361 (6) (1) 4 967 2 954 11		(5) 980 (13) (16) (30) 15 (1) 962 (3) (1) 3 (13) (16) (1) 962 (3) (1) 3 4 556 495 57	
N/S Protected E/W Protected		LOS: A V/C: 0.37		N/S Protected E/W Protected		LOS: A V/C: 0.47		N/S Protected E/W Protected		LOS: B V/C: 0.65	
204 West Side Dr & Nobo Dr				204 West Side Dr & Nobo Dr				204 West Side Dr & Nobo Dr			

Sierra Vista Peak Hour Intersection Analysis: Roseville Intersections in Pedestrian Overlay Zone

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
20 29 120 144 1 72 19 7 1 2 35 144 864 264 Ov N/S Protected LOS: C E/W Split Phase V/C: 0.78		25 36 228 5 30 14 69 1 30 35 576 899 196 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.63		20 29 129 151 2 68 19 7 2 35 844 21 260 Ov N/S Protected LOS: C E/W Split Phase V/C: 0.77		27 35 219 5 30 14 68 1 30 35 574 885 207 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.62		0 0 9 7 1 8 9 1 1 0 24 0 0 0 20 Ov - (10)		2 1 9 14 0 0 0 8 0 0 9 0 0 0 2 Ov - (14)	
P1 Riverside Av & Darling Wy				1001 Riverside Av & Darling Wy				P1 Riverside Av & Darling Wy			
2 89 17 135 92 1 371 374 3 1 1 366 314 Ov N/S Permitted LOS: A E/W Split Phase V/C: 0.53		6 373 337 0 216 257 2 1 0 287 243 352 403 Ov N/S Permitted LOS: B E/W Split Phase V/C: 0.67		2 89 17 136 114 1 367 369 2 1 1 354 311 Ov N/S Permitted LOS: A E/W Split Phase V/C: 0.52		6 361 342 0 226 256 2 1 0 290 246 356 389 Ov N/S Permitted LOS: B E/W Split Phase V/C: 0.66		0 0 0 1 22 23 0 0 0 0 15 0 0 0 3 Ov - (2)		0 0 5 4 14 10 6 7 0 0 3 12 0 0 3 Ov - (2)	
P2 Vernon & Douglas/Riverside				1002 Vernon & Douglas/Riverside				P2 Vernon & Douglas/Riverside			
2 208 10 9 19 3 7 420 229 1 161 30 36 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.39		38 450 56 24 54 12 23 495 144 1 235 59 101 352 403 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.56		2 211 10 9 19 3 7 418 220 1 188 30 36 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.41		38 453 59 24 54 12 23 507 155 1 237 59 100 356 389 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.57		0 0 3 0 0 0 27 0 0 0 0 0 0 0 0 0 0 Ov + 19		0 3 3 0 0 0 12 11 6 0 0 0 3 0 0 0 Ov + 30	
P3 Vernon & Grant				1003 Vernon & Grant				P3 Vernon & Grant			
110 208 25 28 23 37 99 578 9 1 4 40 44 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.46		54 617 50 98 84 112 49 515 14 1 11 56 31 352 403 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.57		114 234 26 26 23 38 97 564 9 1 4 39 47 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.45		55 619 51 86 89 119 47 528 14 1 11 56 34 356 389 Ov N/S Permitted LOS: A E/W Permitted V/C: 0.58		4 26 1 2 0 1 31 0 0 0 0 0 2 3 0 0 0 0 Ov + 16		1 4 1 12 5 7 0 13 0 2 0	

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta					
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
Ov 474 20 749 560 29 1 665 32 7 Ov Ov Split Phase LOS: A E/W Split Phase V/C: 0.53		Ov 838 9 908 1,117 44 1 640 104 2 Ov Ov Split Phase LOS: B E/W Split Phase V/C: 0.67		Ov 544 20 759 561 29 1 655 34 7 Ov Ov Split Phase LOS: A E/W Split Phase V/C: 0.53		Ov 844 9 894 1,148 43 1 677 105 2 Ov Ov Split Phase LOS: B E/W Split Phase V/C: 0.69		70 0 10 1 0 0 80 (10) 2 0 0 0 6 0 (14) 30 (1) 0 37 1 0 0 0		+ 73		+ 60	
P7 Washington & Oak				1007 Washington & Oak				P7 Washington & Oak					

Sierra Vista Peak Hour Intersection Analysis:
Placer County Intersections

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
N/S Protected LOS: B E/W Protected V/C: 0.62		N/S Protected LOS: D E/W Protected V/C: 0.84									
180 Watt Ave & Baseline Rd				180 (See Roseville Section)				180			
N/S Protected LOS: A E/W Permitted V/C: 0.49		N/S Protected LOS: A E/W Permitted V/C: 0.57		N/S Protected LOS: B E/W Permitted V/C: 0.64		N/S Protected LOS: A E/W Permitted V/C: 0.56		+ 808		+ 666	
305 Watt Ave & PFE Rd				305 Watt Ave & PFE Rd				305 Watt Ave & PFE Rd			
N/S Protected LOS: E E/W Protected V/C: 1.00		N/S Protected LOS: E E/W Protected V/C: 0.93		N/S Protected LOS: E E/W Protected V/C: 0.91		N/S Protected LOS: E E/W Protected V/C: 0.94		+ 133		+ 158	
306 Walerga Rd & PFE Rd				306 Walerga Rd & PFE Rd				306 Walerga Rd & PFE Rd			
N/S Protected LOS: D E/W Protected V/C: 0.89		N/S Protected LOS: D E/W Protected V/C: 0.83									
183 West Side Dr & Baseline Rd				183 (See Roseville Section)				183			
N/S Protected LOS: B E/W Protected V/C: 0.65		N/S Protected LOS: C E/W Protected V/C: 0.77									
185 Market Street & Baseline				185 (See Roseville Section)				185			

Sierra Vista Peak Hour Intersection Analysis:
Sacramento County Intersections

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 479 1,567 331 331 595 555 105 331 599 347 LOS: D V/C: 0.83		Ov 486 1,149 345 355 399 952 238 345 639 260 LOS: E V/C: 0.95		Ov 470 1,916 221 421 554 694 73 221 706 184 LOS: D V/C: 0.90		Ov 476 1,393 414 273 355 1,094 158 414 806 220 LOS: F V/C: 1.03		(9) 349 230 (110) 34 107 (163) 211 99 (104) 319 (4) 8.4%		(10) 244 303 (82) 45 167 (40) 23 309 (112) (174) (80) 5.3%	
309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd			
Ov 89 1,594 400 506 169 1,188 175 400 768 339 LOS: E V/C: 0.93		Ov 96 1,326 700 462 404 1,169 54 700 1,373 443 LOS: F V/C: 1.18		Ov 89 1,471 574 560 169 1,086 322 574 796 347 LOS: D V/C: 0.88		Ov 96 1,280 770 604 404 1,209 103 770 1,309 437 LOS: F V/C: 1.08		0 (123) 51 174 90 28 8 (44) 13 (102) 54 (47) (10) 2.2%		0 (46) 24 70 72 (64) (6) 0 98 (110) 12 (174) 2.3%	
310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd			
Ov 261 1,439 76 58 243 330 288 76 552 274 LOS: F V/C: 1.15		Ov 289 1,180 113 85 432 636 204 113 426 148 LOS: F V/C: 1.23		Ov 240 1,502 63 47 262 338 262 63 583 279 LOS: F V/C: 1.19		Ov 253 1,309 109 88 413 671 185 109 454 150 LOS: F V/C: 1.22		(21) 63 29 (13) 25 31 5 (11) 220 (20) 240 0 6.0%		(36) 129 89 (4) 33 28 (2) 67 46 (19) 17 (19) 3.4%	
311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd			
Ov 314 1,067 97 14 186 287 108 97 304 145 LOS: B V/C: 0.61		Ov 233 975 243 107 454 371 236 243 475 238 LOS: D V/C: 0.88		Ov 347 1,078 99 15 190 284 102 99 300 150 LOS: B V/C: 0.61		Ov 249 986 262 112 500 381 226 262 477 240 LOS: D V/C: 0.85		33 11 46 2 (4) 5 (6) (6) (2) (1) (1) (1) 1.0%		16 11 46 19 9 2 15 1 (23) 9 5 2 2.0%	
312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd			
Ov 337 1,955 246 204 232 783 323 246 693 243 LOS: D V/C: 0.83		Ov 347 1,087 394 399 452 877 251 394 924 317 LOS: F V/C: 1.04		Ov 366 2,095 159 203 217 820 336 159 692 225 LOS: D V/C: 0.87		Ov 331 1,261 366 262 479 902 282 366 970 314 LOS: F V/C: 1.05		29 140 82 (87) (20) 1 (18) 207 207 (1) (1) (1) 5.1%		(16) 174 130 (28) (94) 5 (3) 194 201 (12) (137) (46) 4.3%	
313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn			
Ov 154 1,108 423 271 36 1,034 178 423 888 25 LOS: B V/C: 0.67		Ov 62 889 405 263 106 1,209 148 405 1,435 34 LOS: E V/C: 0.93		Ov 140 1,099 464 354 45 953 168 464 843 25 LOS: B V/C: 0.65		Ov 68 823 474 355 100 1,163 155 474 1,329 233 LOS: D V/C: 0.88		(14) (9) 18 41 38 0 (45) (56) 0 (1) (1) (1) -1.6%		6 (66) 9 (6) (6) (83) (76) 7 (14) (106) (83) (76) -2.1%	
314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn			

Sierra Vista Peak Hour Intersection Analysis:
Sutter County Intersections

2025 Cumulative No Project Without Placer Parkway				2025 Cumulative Plus Project Without Placer Parkway				New 2025 Cumulative Plus Project Without Placer Parkway Delta			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 2 0 322 77 958 0 In 77 958 0 209 1,077 0		In 90 0 301 5 1,350 0 In 5 1,350 0 208 1,230 0		In 2 0 308 52 1,098 0 In 52 1,098 0 161 1,283 0		In 64 0 211 5 1,592 0 In 5 1,592 0 160 1,447 0		0 0 0 (14) 158 0 (48) 206 0		(26) 0 0 (116) 242 0 (90) 169 217	
N/S E/W	Protected Protected	LOS: B V/C: 0.66	N/S E/W	Protected Protected	LOS: C V/C: 0.72	N/S E/W	Permitted Protected	LOS: C V/C: 0.70	N/S E/W	Permitted Protected	LOS: C V/C: 0.71
303 Pleasant Grove N & Riego				303 Pleasant Grove N & Riego				303 Pleasant Grove N & Riego			
In 0 0 0 0 775 505 In 0 775 505 0 937 98		In 0 0 0 0 1,135 514 In 0 1,135 514 0 1,048 131		In 0 0 0 0 929 477 In 0 929 477 0 1,050 170		In 0 0 0 0 1,260 541 In 0 1,260 541 0 1,264 173		0 0 0 0 154 (28) 185 113 72		0 0 0 0 125 27 258 216 42	
N/S E/W	Permitted Permitted	LOS: B V/C: 0.63	N/S E/W	Permitted Permitted	LOS: C V/C: 0.76	N/S E/W	Permitted Permitted	LOS: B V/C: 0.69	N/S E/W	Permitted Permitted	LOS: C V/C: 0.76
304 Pleasant Grove S & Riego				304 Pleasant Grove S & Riego				304 Pleasant Grove S & Riego			
Ov 0 0 0 0 147 12 Ov 0 147 12 74 1,213 0		Ov 0 0 0 0 377 6 Ov 0 377 6 11 1,110 0		Ov 0 0 0 0 151 12 Ov 0 151 12 77 1,368 0		Ov 0 0 0 0 452 6 Ov 0 452 6 20 1,263 0		0 0 0 0 4 0 158 155 0		0 0 0 0 75 0 162 153 0	
N/S E/W	Permitted Permitted	LOS: A V/C: 0.49	N/S E/W	Permitted Permitted	LOS: A V/C: 0.47	N/S E/W	Permitted Permitted	LOS: A V/C: 0.55	N/S E/W	Permitted Permitted	LOS: A V/C: 0.47
316 SR 70/99 NB & Riego Rd				316 SR 70/99 NB & Riego Rd				316 SR 70/99 NB & Riego Rd			
Ov 23 0 1 0 175 176 Ov 23 0 1 1,035 310 0		Ov 31 0 95 0 270 185 Ov 31 0 95 913 312 0		Ov 24 0 1 0 179 162 Ov 24 0 1 1,196 311 0		Ov 31 0 89 0 350 183 Ov 31 0 89 1,069 271 0		1 0 0 0 4 (14) 162 161 0		0 0 0 0 80 (2) (6) 115 (41)	
N/S E/W	Protected Protected	LOS: A V/C: 0.14	N/S E/W	Protected Protected	LOS: A V/C: 0.21	N/S E/W	Protected Protected	LOS: A V/C: 0.13	N/S E/W	Protected Protected	LOS: A V/C: 0.19
317 SR 70/99 SB & Riego Rd				317 SR 70/99 SB & Riego Rd				317 SR 70/99 SB & Riego Rd			

(25)

140

0

115

0

0

0

0

0

PROJECT ALTERNATIVES
2025 CIP CONDITIONS

PEAK HOUR INTRERSECTION
LEVELS OF SERVICE
TRAFFIC VOLUMES
GEOMETRICS

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
SV25AM Ov 13 1 68 18 9 970 11 3 29 In 8 In N/S Split Phase LOS: A E/W Protected V/C: 0.44	SV25PM Ov 18 4 64 20 13 1,136 17 1 23 In 43 In N/S Split Phase LOS: A E/W Protected V/C: 0.48	Alt1pm Ov 18 4 64 20 13 1,136 17 1 22 In 42 In N/S Split Phase LOS: A E/W Protected V/C: 0.48	Alt2pm Ov 18 4 64 20 13 1,137 16 1 23 In 43 In N/S Split Phase LOS: A E/W Protected V/C: 0.48	Alt3pm Ov 18 4 64 20 13 1,133 16 1 23 In 43 In N/S Split Phase LOS: A E/W Protected V/C: 0.48
1 Atlantic & Tiger/Center		1 Atlantic & Tiger/Center	1 Atlantic & Tiger/Center	1 Atlantic & Tiger/Center
In Ig 0 0 0 0 951 930 124 0 333 Ov 137 Ov N/S Permitted LOS: C E/W Protected V/C: 0.74	In Ig 0 0 0 0 1,325 940 90 0 684 Ov 279 Ov N/S Permitted LOS: C E/W Protected V/C: 0.77	In Ig 0 0 0 0 1,330 939 90 0 683 Ov 279 Ov N/S Permitted LOS: C E/W Protected V/C: 0.77	In Ig 0 0 0 0 1,314 945 90 0 681 Ov 275 Ov N/S Permitted LOS: C E/W Protected V/C: 0.77	In Ig 0 0 0 0 1,315 939 89 0 695 Ov 277 Ov N/S Permitted LOS: C E/W Protected V/C: 0.78
2 Atlantic & Wills		2 Atlantic & Wills	2 Atlantic & Wills	2 Atlantic & Wills
Ov 47 0 345 95 759 857 0 0 In 0 In N/S Permitted LOS: A E/W Protected V/C: 0.55	Ov 261 0 382 122 1,002 862 0 0 0 In 0 In N/S Permitted LOS: B E/W Protected V/C: 0.67	Ov 260 0 379 124 1,005 865 0 0 0 In 0 In N/S Permitted LOS: B E/W Protected V/C: 0.67	Ov 260 0 384 118 991 860 0 0 0 In 0 In N/S Permitted LOS: B E/W Protected V/C: 0.67	Ov 262 0 381 118 987 859 0 0 0 In 0 In N/S Permitted LOS: B E/W Protected V/C: 0.66
3 Atlantic St & Yosemite St		3 Atlantic St & Yosemite St	3 Atlantic St & Yosemite St	3 Atlantic St & Yosemite St
Ov Ig 652 825 338 436 954 1,665 236 189 456 Ov 1,079 Ov N/S Protected LOS: D E/W Protected V/C: 0.83	Ov Ig 167 1,096 358 722 1,834 1,216 549 149 303 Ov 915 Ov N/S Protected LOS: E E/W Protected V/C: 1.00	Ov Ig 206 1,071 301 720 1,818 1,193 541 118 309 Ov 934 Ov N/S Protected LOS: E E/W Protected V/C: 0.99	Ov Ig 221 1,111 323 737 1,754 1,180 530 120 308 Ov 931 Ov N/S Protected LOS: E E/W Protected V/C: 0.98	Ov Ig 152 1,152 363 735 1,813 1,175 495 159 303 Ov 915 Ov N/S Protected LOS: F E/W Protected V/C: 1.01
4 Baseline Rd & Fiddymont Rd		4 Baseline Rd & Fiddymont Rd	4 Baseline Rd & Fiddymont Rd	4 Baseline Rd & Fiddymont Rd
In In 45 0 456 20 124 2,342 769 0 0 0 In 0 In N/S Protected LOS: D E/W Protected V/C: 0.82	In In 34 0 188 32 420 1,315 2,577 0 0 0 In 0 In N/S Protected LOS: C E/W Protected V/C: 0.72	In In 34 0 188 32 422 1,312 2,591 0 0 0 In 0 In N/S Protected LOS: C E/W Protected V/C: 0.72	In In 34 0 191 32 432 1,308 2,559 0 0 0 In 0 In N/S Protected LOS: C E/W Protected V/C: 0.72	In In 34 0 190 32 425 1,301 2,541 0 0 0 In 0 In N/S Protected LOS: C E/W Protected V/C: 0.71
5 Blue Oaks & Crocker Ranch		5 Blue Oaks & Crocker Ranch	5 Blue Oaks & Crocker Ranch	5 Blue Oaks & Crocker Ranch
Ig Ig 0 0 0 0 775 2,255 44 14 109 Ov 16 Ov N/S Permitted LOS: A E/W Protected V/C: 0.57	Ig Ig 0 0 0 0 2,630 1,224 140 35 75 Ov 28 Ov N/S Permitted LOS: B E/W Protected V/C: 0.60	Ig Ig 0 0 0 0 2,643 1,220 142 35 76 Ov 28 Ov N/S Permitted LOS: B E/W Protected V/C: 0.61	Ig Ig 0 0 0 0 2,615 1,216 137 35 76 Ov 30 Ov N/S Permitted LOS: B E/W Protected V/C: 0.60	Ig Ig 0 0 0 0 2,600 1,210 134 35 76 Ov 30 Ov N/S Permitted LOS: B E/W Protected V/C: 0.60
6 Blue Oaks & Del Webb		6 Blue Oaks & Del Webb	6 Blue Oaks & Del Webb	6 Blue Oaks & Del Webb

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour			
127 894 451 260 965 88 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259 462 76 622 759 123 259															

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
LOS: E V/C: 0.92	LOS: F V/C: 1.08	LOS: F V/C: 1.08	LOS: F V/C: 1.08	LOS: F V/C: 1.08
13 Cirby & Sunrise		13 Cirby & Sunrise	13 Cirby & Sunrise	13 Cirby & Sunrise
LOS: E V/C: 0.98	LOS: F V/C: 1.11	LOS: F V/C: 1.11	LOS: F V/C: 1.11	LOS: F V/C: 1.11
14 Cirby Wy & Foothills Bl		14 Cirby Wy & Foothills Bl	14 Cirby Wy & Foothills Bl	14 Cirby Wy & Foothills Bl
LOS: A V/C: 0.57	LOS: B V/C: 0.62	LOS: B V/C: 0.61	LOS: B V/C: 0.62	LOS: B V/C: 0.62
15 Cirby Wy & Melody Ln		15 Cirby Wy & Melody Ln	15 Cirby Wy & Melody Ln	15 Cirby Wy & Melody Ln
LOS: C V/C: 0.77	LOS: E V/C: 0.92	LOS: E V/C: 0.92	LOS: E V/C: 0.91	LOS: E V/C: 0.91
16 Cirby Wy & Northridge Dr		16 Cirby Wy & Northridge Dr	16 Cirby Wy & Northridge Dr	16 Cirby Wy & Northridge Dr
LOS: A V/C: 0.55	LOS: C V/C: 0.70	LOS: C V/C: 0.71	LOS: C V/C: 0.71	LOS: C V/C: 0.71
17 Cirby Wy & Oak Ridge Dr		17 Cirby Wy & Oak Ridge Dr	17 Cirby Wy & Oak Ridge Dr	17 Cirby Wy & Oak Ridge Dr
LOS: E V/C: 0.93	LOS: D V/C: 0.89	LOS: D V/C: 0.89	LOS: D V/C: 0.89	LOS: D V/C: 0.89
18 Cirby Wy & Orlando Av		18 Cirby Wy & Orlando Av	18 Cirby Wy & Orlando Av	18 Cirby Wy & Orlando Av

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project						2025 CIP Plus Alternative 1						2025 CIP Plus Alternative 2						2025 CIP Plus Alternative 3					
AM Peak Hour			PM Peak Hour			PM Peak Hour			PM Peak Hour			PM Peak Hour											
In Ov 88170 27 617 32 1,184 0 50 2 38 In In Ov 13026 28 1,329 21 1,038 7 11 1 17 In			In Ov 13026 28 1,341 25 1,043 7 11 1 17 In In Ov 13026 28 1,329 25 1,038 7 11 1 17 In			In Ov 13026 28 1,329 25 1,038 7 11 1 17 In In Ov 13026 28 1,331 25 1,038 7 11 1 17 In			In Ov 13026 28 1,329 25 1,038 7 11 1 17 In In Ov 13026 28 1,329 25 1,038 7 11 1 17 In			In Ov 13026 28 1,331 25 1,038 7 11 1 17 In In Ov 13026 28 1,331 25 1,038 7 11 1 17 In											
N/S Split Phase LOS: B E/W Protected V/C: 0.60			N/S Split Phase LOS: A E/W Protected V/C: 0.53			N/S Split Phase LOS: A E/W Protected V/C: 0.54			N/S Split Phase LOS: A E/W Protected V/C: 0.53			N/S Split Phase LOS: A E/W Protected V/C: 0.53											
19 Cirby Wy & Parkview Dr						19 Cirby Wy & Parkview Dr						19 Cirby Wy & Parkview Dr						19 Cirby Wy & Parkview Dr					
Ov Ov 111292188 345 1,125 372 1,449 1,262 394 1,296 818 201 Ov Ov Ov 241847328 189 1,306 223 1,292 1,184 108 1,199 470 318 Ov			Ov Ov 241847328 189 1,306 223 1,292 1,184 108 1,199 470 318 Ov Ov Ov 241847328 189 1,306 223 1,292 1,184 108 1,199 470 318 Ov			Ov Ov 243845326 190 1,313 224 1,277 1,179 107 1,201 468 320 Ov Ov Ov 243845326 190 1,313 224 1,277 1,179 107 1,201 468 320 Ov			Ov Ov 239850325 188 1,296 223 1,287 1,182 109 1,191 470 321 Ov Ov Ov 239850325 188 1,296 223 1,287 1,182 109 1,191 470 321 Ov			Ov Ov 240850328 190 1,294 222 1,291 1,188 105 1,194 472 319 Ov Ov Ov 240850328 190 1,294 222 1,291 1,188 105 1,194 472 319 Ov											
N/S Protected LOS: F E/W Protected V/C: 1.03			N/S Protected LOS: F E/W Protected V/C: 1.14			N/S Protected LOS: F E/W Protected V/C: 1.14			N/S Protected LOS: F E/W Protected V/C: 1.13			N/S Protected LOS: F E/W Protected V/C: 1.13											
20 Cirby Wy & Riverside Av						20 Cirby Wy & Riverside Av						20 Cirby Wy & Riverside Av						20 Cirby Wy & Riverside Av					
Ig Ig 2190139 664 382 0 631 525 0 0 0 In Ig Ig 7940681 371 608 0 528 424 0 0 0 In			Ig Ig 7940681 371 608 0 528 424 0 0 0 In Ig Ig 7940681 371 608 0 528 424 0 0 0 In			Ig Ig 8010678 369 607 0 529 426 0 0 0 In Ig Ig 8010678 369 607 0 529 426 0 0 0 In			Ig Ig 7930682 373 604 0 522 425 0 0 0 In Ig Ig 7930682 373 604 0 522 425 0 0 0 In			Ig Ig 8050669 371 598 0 528 425 0 0 0 In Ig Ig 8050669 371 598 0 528 425 0 0 0 In											
N/S Permitted LOS: A E/W Split Phase V/C: 0.43			N/S Permitted LOS: B E/W Split Phase V/C: 0.64			N/S Permitted LOS: B E/W Split Phase V/C: 0.64			N/S Permitted LOS: B E/W Split Phase V/C: 0.64			N/S Permitted LOS: B E/W Split Phase V/C: 0.63											
21 Cirby Wy & Rocky Ridge Dr						21 Cirby Wy & Rocky Ridge Dr						21 Cirby Wy & Rocky Ridge Dr						21 Cirby Wy & Rocky Ridge Dr					
In In 000 1,433 20 0 1,703 25 0 195 Ov In In 000 1,769 55 0 1,641 474 63 39 Ov			In In 000 1,769 55 0 1,641 474 63 39 Ov In In 000 1,769 55 0 1,641 474 63 39 Ov			In In 000 1,770 51 0 1,629 476 67 39 Ov In In 000 1,770 51 0 1,629 476 67 39 Ov			In In 000 1,760 57 0 1,650 457 63 39 Ov In In 000 1,760 57 0 1,650 457 63 39 Ov			In In 000 1,760 58 0 1,645 465 60 39 Ov In In 000 1,760 58 0 1,645 465 60 39 Ov											
N/S Permitted LOS: A E/W Protected V/C: 0.59			N/S Permitted LOS: B E/W Protected V/C: 0.63			N/S Permitted LOS: B E/W Protected V/C: 0.64			N/S Permitted LOS: B E/W Protected V/C: 0.63			N/S Permitted LOS: B E/W Protected V/C: 0.63											
22 Cirby Wy & San Simeon Dr						22 Cirby Wy & San Simeon Dr						22 Cirby Wy & San Simeon Dr						22 Cirby Wy & San Simeon Dr					
Ov Ov 3093376 84 1,933 89 449 1,945 108 47 196 76 Ov Ov Ov 62210280 62 2,351 58 345 2,126 23 42 105 100 Ov			Ov Ov 62210280 62 2,351 58 345 2,126 23 42 105 100 Ov Ov Ov 62210280 62 2,351 58 345 2,126 23 42 105 100 Ov			Ov Ov 62910179 63 2,354 58 343 2,104 24 43 105 100 Ov Ov Ov 62910179 63 2,354 58 343 2,104 24 43 105 100 Ov			Ov Ov 6229979 63 2,327 58 338 2,117 26 45 103 100 Ov Ov Ov 6229979 63 2,327 58 338 2,117 26 45 103 100 Ov			Ov Ov 6209979 62 2,330 58 338 2,126 24 45 103 100 Ov Ov Ov 6209979 62 2,330 58 338 2,126 24 45 103 100 Ov											
N/S Protected LOS: E E/W Protected V/C: 0.98			N/S Protected LOS: F E/W Protected V/C: 1.27			N/S Protected LOS: F E/W Protected V/C: 1.28			N/S Protected LOS: F E/W Protected V/C: 1.26			N/S Protected LOS: F E/W Protected V/C: 1.26											
23 Cirby Wy & Vernon St						23 Cirby Wy & Vernon St						23 Cirby Wy & Vernon St						23 Cirby Wy & Vernon St					
In In 131305393 679 982 51 148 1,058 229 314 717 17 In In In 66672678 586 1,217 62 148 1,088 287 440 735 22 In			In In 66672678 586 1,217 62 148 1,088 287 440 735 22 In In In 66672678 586 1,217 62 148 1,088 287 440 735 22 In			In In 66658702 589 1,222 62 149 1,079 291 439 738 22 In In In 66658702 589 1,222 62 149 1,079 291 439 738 22 In			In In 67677673 586 1,215 62 148 1,096 281 437 738 22 In In In 67677673 586 1,215 62 148 1,096 281 437 738 22 In			In In 66668 588 1,215 64 148 1,106 271 438 738 21 In In In 66668 588 1,215 64 148 1,106 271 438 738 21 In											
N/S Protected LOS: A E/W Protected V/C: 0.54			N/S Protected LOS: B E/W Protected V/C: 0.66			N/S Protected LOS: B E/W Protected V/C: 0.67			N/S Protected LOS: B E/W Protected V/C: 0.66			N/S Protected LOS: B E/W Protected V/C: 0.66											
24 Douglas & Eureka						24 Douglas & Eureka						24 Douglas & Eureka						24 Douglas & Eureka					

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour					
Ov 76 220 138 335 1,283 14 lg 1,071 90 184 869 235 121 1,071 90 N/S Protected V/C: 0.61 LOS: B		Ov 239 1,041 279 243 1,168 188 lg 1,753 193 291 546 133 182 1,753 193 N/S Protected V/C: 0.83 LOS: D		Ov 241 1,038 278 243 1,165 188 lg 1,749 201 292 544 133 184 1,749 201 N/S Protected V/C: 0.83 LOS: D		Ov 239 1,037 284 243 1,165 188 lg 1,747 196 293 544 133 181 1,747 196 N/S Protected V/C: 0.83 LOS: D		Ov 241 1,037 279 244 1,168 188 lg 1,744 198 293 546 133 183 1,744 198 N/S Protected V/C: 0.82 LOS: D							
25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge			
Ov 6 44 33 108 1,619 109 In 1,216 33 172 57 51 86 2,046 166 N/S Split Phase V/C: 0.57 LOS: A		Ov 163 96 129 133 1,496 61 In 2,046 166 89 64 79 86 2,046 166 N/S Split Phase V/C: 0.70 LOS: C		Ov 163 96 129 133 1,492 61 In 2,043 170 89 64 80 86 2,043 170 N/S Split Phase V/C: 0.70 LOS: C		Ov 165 96 129 133 1,492 61 In 2,041 165 89 64 80 86 2,041 165 N/S Split Phase V/C: 0.70 LOS: C		Ov 163 95 129 133 1,493 61 In 2,041 165 89 64 80 86 2,041 165 N/S Split Phase V/C: 0.70 LOS: C							
26 Douglas & Santa Clara				26 Douglas & Santa Clara				26 Douglas & Santa Clara				26 Douglas & Santa Clara			
Ov 41 21 58 78 1,642 51 Ov 1,190 45 16 66 38 35 1,524 130 Ov 2,069 50 N/S Split Phase V/C: 0.52 LOS: A		Ov 14 82 211 35 1,524 130 Ov 2,069 50 124 59 41 122 2,069 50 N/S Split Phase V/C: 0.68 LOS: B		Ov 14 81 213 35 1,520 129 Ov 2,069 51 124 59 41 122 2,069 51 N/S Split Phase V/C: 0.68 LOS: B		Ov 14 81 211 35 1,520 130 Ov 2,062 52 124 59 41 122 2,062 52 N/S Split Phase V/C: 0.68 LOS: B		Ov 14 83 213 35 1,521 130 Ov 2,063 51 124 59 41 122 2,063 51 N/S Split Phase V/C: 0.68 LOS: B							
27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens			
Ov 182 223 76 391 1,850 220 Ov 1,178 148 300 577 105 363 1,499 228 In 1,990 179 N/S Protected V/C: 0.70 LOS: C		Ov 578 884 240 426 1,499 228 Ov 1,990 179 426 429 263 86 1,990 179 N/S Protected V/C: 0.90 LOS: D		Ov 577 876 230 361 1,492 240 Ov 2,004 161 422 429 265 87 2,004 161 N/S Protected V/C: 0.90 LOS: D		Ov 580 885 247 362 1,485 241 Ov 1,987 177 426 431 264 86 1,987 177 N/S Protected V/C: 0.90 LOS: D		Ov 581 872 239 359 1,495 237 Ov 1,988 176 424 431 264 86 1,988 176 N/S Protected V/C: 0.90 LOS: D							
28 Douglas & Sunrise				28 Douglas & Sunrise				28 Douglas & Sunrise				28 Douglas & Sunrise			
In 8 1 2 30 1,637 72 In 1,319 21 35 1 25 41 1,488 135 In 2,158 75 N/S Split Phase V/C: 0.44 LOS: A		In 71 2 101 41 1,488 135 In 2,158 75 134 2 51 134 1,485 136 In 2,157 74 N/S Split Phase V/C: 0.69 LOS: B		In 72 2 101 42 1,485 136 In 2,157 74 134 2 51 134 1,485 136 In 2,157 74 N/S Split Phase V/C: 0.69 LOS: B		In 71 2 101 42 1,485 135 In 2,152 75 134 2 50 1485 135 133 In 2,152 75 N/S Split Phase V/C: 0.69 LOS: B		In 72 2 101 41 1,488 135 In 2,152 75 133 2 51 1488 135 133 In 2,152 75 N/S Split Phase V/C: 0.69 LOS: B							
29 Douglas & Target				29 Douglas & Target				29 Douglas & Target				29 Douglas & Target			
Ov 75 536 878 101 1,154 80 lg 1,381 56 324 797 47 139 1,204 350 Ov 826 1,616 120 N/S Protected V/C: 0.74 LOS: C		Ov 88 860 731 139 1,204 350 lg 826 1,616 120 153 681 40 153 681 40 N/S Protected V/C: 0.74 LOS: C		Ov 90 904 674 139 1,266 295 lg 819 1,618 119 155 684 40 155 684 40 N/S Protected V/C: 0.73 LOS: C		Ov 88 869 727 140 1,226 316 lg 826 1,613 120 153 678 40 153 678 40 N/S Protected V/C: 0.74 LOS: C		Ov 88 870 716 139 1,214 337 lg 815 1,615 120 154 691 40 154 691 40 N/S Protected V/C: 0.74 LOS: C							
30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour					
</															

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
N/S Protected LOS: A E/W Protected V/C: 0.47	N/S Protected LOS: A E/W Protected V/C: 0.53	N/S Protected LOS: A E/W Protected V/C: 0.54	N/S Protected LOS: A E/W Protected V/C: 0.53	N/S Protected LOS: A E/W Protected V/C: 0.53
37 Eureka & Lead Hill		37 Eureka & Lead Hill	37 Eureka & Lead Hill	37 Eureka & Lead Hill
N/S Protected LOS: A E/W Protected V/C: 0.58	N/S Protected LOS: C E/W Protected V/C: 0.75	N/S Protected LOS: C E/W Protected V/C: 0.76	N/S Protected LOS: C E/W Protected V/C: 0.75	N/S Protected LOS: C E/W Protected V/C: 0.76
38 Eureka & N. Sunrise		38 Eureka & N. Sunrise	38 Eureka & N. Sunrise	38 Eureka & N. Sunrise
N/S Protected LOS: A E/W Protected V/C: 0.54	N/S Protected LOS: C E/W Protected V/C: 0.74	N/S Protected LOS: C E/W Protected V/C: 0.74	N/S Protected LOS: C E/W Protected V/C: 0.74	N/S Protected LOS: C E/W Protected V/C: 0.74
39 Eureka & Rocky Ridge		39 Eureka & Rocky Ridge	39 Eureka & Rocky Ridge	39 Eureka & Rocky Ridge
N/S Split Phase LOS: A E/W Protected V/C: 0.38	N/S Split Phase LOS: A E/W Protected V/C: 0.45	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.45
40 Eureka Rd & Ashland Dr		40 Eureka Rd & Ashland Dr	40 Eureka Rd & Ashland Dr	40 Eureka Rd & Ashland Dr
N/S Protected LOS: A E/W Split Phase V/C: 0.37	N/S Protected LOS: A E/W Split Phase V/C: 0.40	N/S Protected LOS: A E/W Split Phase V/C: 0.40	N/S Protected LOS: A E/W Split Phase V/C: 0.40	N/S Protected LOS: A E/W Split Phase V/C: 0.41
41 Eureka Rd & Deer Valley Apts		41 Eureka Rd & Deer Valley Apts	41 Eureka Rd & Deer Valley Apts	41 Eureka Rd & Deer Valley Apts
N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.53
42 Fairway & Central Park/Lowes		42 Fairway & Central Park/Lowes	42 Fairway & Central Park/Lowes	42 Fairway & Central Park/Lowes

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
N/S Protected LOS: A E/W Split Phase V/C: 0.27	N/S Protected LOS: A E/W Split Phase V/C: 0.46	N/S Protected LOS: A E/W Split Phase V/C: 0.46	N/S Protected LOS: A E/W Split Phase V/C: 0.46	N/S Protected LOS: A E/W Split Phase V/C: 0.46
43 Fairway & Cortina Circle		43 Fairway & Cortina Circle	43 Fairway & Cortina Circle	43 Fairway & Cortina Circle
N/S Split Phase LOS: A E/W Protected V/C: 0.40	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.44
44 Fairway & Five Star		44 Fairway & Five Star	44 Fairway & Five Star	44 Fairway & Five Star
N/S Split Phase LOS: A E/W Protected V/C: 0.51	N/S Split Phase LOS: A E/W Protected V/C: 0.51	N/S Split Phase LOS: A E/W Protected V/C: 0.52	N/S Split Phase LOS: A E/W Protected V/C: 0.51	N/S Split Phase LOS: A E/W Protected V/C: 0.51
45 Fairway & Home Depot		45 Fairway & Home Depot	45 Fairway & Home Depot	45 Fairway & Home Depot
N/S Split Phase LOS: A E/W Protected V/C: 0.57	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.44	N/S Split Phase LOS: A E/W Protected V/C: 0.45	N/S Split Phase LOS: A E/W Protected V/C: 0.45
46 Fairway & Target/Rosehall		46 Fairway & Target/Rosehall	46 Fairway & Target/Rosehall	46 Fairway & Target/Rosehall
N/S Protected LOS: B E/W Protected V/C: 0.63	N/S Protected LOS: B E/W Protected V/C: 0.63	N/S Protected LOS: B E/W Protected V/C: 0.63	N/S Protected LOS: B E/W Protected V/C: 0.62	N/S Protected LOS: B E/W Protected V/C: 0.62
47 Fiddymont & Del Webb/Village Green		47 Fiddymont & Del Webb/Village Green	47 Fiddymont & Del Webb/Village Green	47 Fiddymont & Del Webb/Village Green
N/S Protected LOS: A E/W Protected V/C: 0.46	N/S Protected LOS: A E/W Protected V/C: 0.57	N/S Protected LOS: A E/W Protected V/C: 0.57	N/S Protected LOS: A E/W Protected V/C: 0.57	N/S Protected LOS: A E/W Protected V/C: 0.57
48 Fiddymont & Hayden Pkwy North		48 Fiddymont & Hayden Pkwy North	48 Fiddymont & Hayden Pkwy North	48 Fiddymont & Hayden Pkwy North

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour			
In 69 ↓ ↓ ↓ 1,333 0 ↓ ↓ ↓ 121 0 ↓ ↓ 37 In 0 ↓ ↓ ↓ 67 1,227 0 In		In 122 ↓ ↓ ↓ 1,319 0 ↓ ↓ ↓ 70 0 ↓ ↓ 51 In 86 ↓ ↓ ↓ 1,514 0 In		In 124 ↓ ↓ ↓ 1,318 0 ↓ ↓ ↓ 71 0 ↓ ↓ 55 In 84 ↓ ↓ ↓ 1,506 0 In		In 122 ↓ ↓ ↓ 1,309 0 ↓ ↓ ↓ 71 0 ↓ ↓ 44 In 76 ↓ ↓ ↓ 1,515 0 In		In 120 ↓ ↓ ↓ 1,300 0 ↓ ↓ ↓ 70 0 ↓ ↓ 43 In 80 ↓ ↓ ↓ 1,512 0 In							
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A	
E/W	Permitted	V/C: 0.57		E/W	Permitted	V/C: 0.55		E/W	Permitted	V/C: 0.55		E/W	Permitted	V/C: 0.55	
49 Fiddymt & Hayden Pkwy South				49 Fiddymt & Hayden Pkwy South				49 Fiddymt & Hayden Pkwy South				49 Fiddymt & Hayden Pkwy South			
Ov 149 ↓ ↓ ↓ 956 61 ↓ ↓ ↓ 181 479 982 Ov 78 318 64 ↓ ↓ ↓ 57 Ov		Ov 244 ↓ ↓ ↓ 1,686 121 ↓ ↓ ↓ 314 531 588 Ov 83 574 67 ↓ ↓ ↓ 66 Ov		Ov 242 ↓ ↓ ↓ 1,696 121 ↓ ↓ ↓ 314 523 552 Ov 87 585 65 ↓ ↓ ↓ 66 Ov		Ov 251 ↓ ↓ ↓ 1,696 121 ↓ ↓ ↓ 313 518 566 Ov 83 559 67 ↓ ↓ ↓ 67 Ov		Ov 251 ↓ ↓ ↓ 1,692 121 ↓ ↓ ↓ 313 520 582 Ov 81 560 67 ↓ ↓ ↓ 67 Ov							
N/S	Protected	LOS: E		N/S	Protected	LOS: D		N/S	Protected	LOS: D		N/S	Protected	LOS: D	
E/W	Protected	V/C: 0.96		E/W	Protected	V/C: 0.86		E/W	Protected	V/C: 0.86		E/W	Protected	V/C: 0.85	
50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main			
In 8 ↓ ↓ ↓ 357 36 ↓ ↓ ↓ 40 9 18 Ov 4 1 47 ↓ ↓ ↓ 411 In		In 56 ↓ ↓ ↓ 1,966 23 ↓ ↓ ↓ 18 8 53 Ov 27 3 180 ↓ ↓ ↓ 399 In		In 56 ↓ ↓ ↓ 1,969 23 ↓ ↓ ↓ 18 8 53 Ov 27 3 180 ↓ ↓ ↓ 399 In		In 56 ↓ ↓ ↓ 1,960 23 ↓ ↓ ↓ 18 8 55 Ov 27 3 180 ↓ ↓ ↓ 396 In		In 56 ↓ ↓ ↓ 1,957 23 ↓ ↓ ↓ 18 8 54 Ov 27 3 180 ↓ ↓ ↓ 396 In							
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A	
E/W	Split Phase	V/C: 0.58		E/W	Split Phase	V/C: 0.56		E/W	Split Phase	V/C: 0.57		E/W	Split Phase	V/C: 0.56	
51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec			
Ov 366 ↓ ↓ ↓ 1,054 87 ↓ ↓ ↓ 83 4 54 Ov 14 4 56 ↓ ↓ ↓ 149 Ov		Ov 165 ↓ ↓ ↓ 1,174 34 ↓ ↓ ↓ 506 6 328 Ov 87 6 193 ↓ ↓ ↓ 66 Ov		Ov 165 ↓ ↓ ↓ 1,167 33 ↓ ↓ ↓ 507 6 328 Ov 87 6 194 ↓ ↓ ↓ 66 Ov		Ov 166 ↓ ↓ ↓ 1,179 34 ↓ ↓ ↓ 506 6 328 Ov 86 6 193 ↓ ↓ ↓ 65 Ov		Ov 165 ↓ ↓ ↓ 1,174 34 ↓ ↓ ↓ 508 6 327 Ov 87 6 193 ↓ ↓ ↓ 65 Ov							
N/S	Protected	LOS: A		N/S	Protected	LOS: B		N/S	Protected	LOS: B		N/S	Protected	LOS: B	
E/W	Split Phase	V/C: 0.52		E/W	Split Phase	V/C: 0.65		E/W	Split Phase	V/C: 0.65		E/W	Split Phase	V/C: 0.65	
52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr				52 Foothills Bl & Albertsons Dr			
Ig 0 ↓ ↓ ↓ 2,033 0 ↓ ↓ ↓ 0 0 0 Ig 0 ↓ ↓ ↓ 106 0 ↓ ↓ ↓ 0 1,844 0 23 Ov		Ig 0 ↓ ↓ ↓ 2,155 0 ↓ ↓ ↓ 0 0 0 Ig 0 ↓ ↓ ↓ 24 0 ↓ ↓ ↓ 0 2,412 0 60 Ov		Ig 0 ↓ ↓ ↓ 2,115 0 ↓ ↓ ↓ 0 0 0 Ig 0 ↓ ↓ ↓ 23 0 ↓ ↓ ↓ 0 2,410 0 62 Ov		Ig 0 ↓ ↓ ↓ 2,145 0 ↓ ↓ ↓ 0 0 0 Ig 0 ↓ ↓ ↓ 24 0 ↓ ↓ ↓ 0 2,387 0 61 Ov		Ig 0 ↓ ↓ ↓ 2,158 0 ↓ ↓ ↓ 0 0 0 Ig 0 ↓ ↓ ↓ 24 0 ↓ ↓ ↓ 0 2,390 0 61 Ov							
N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A		N/S	Protected	LOS: A	
E/W	Permitted	V/C: 0.52		E/W	Permitted	V/C: 0.55		E/W	Permitted	V/C: 0.55		E/W	Permitted	V/C: 0.55	
53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd				53 Foothills Bl & Atkinson Rd			
Ig 95 ↓ ↓ ↓ 526 556 ↓ ↓ ↓ 2 78 11 Ov 646 344 362 ↓ ↓ ↓ 628 Ov		Ig 4 ↓ ↓ ↓ 1,260 574 ↓ ↓ ↓ 52 405 215 Ov 839 138 603 ↓ ↓ ↓ 455 Ov		Ig 3 ↓ ↓ ↓ 1,255 574 ↓ ↓ ↓ 52 403 215 Ov 839 139 612 ↓ ↓ ↓ 455 Ov		Ig 4 ↓ ↓ ↓ 1,275 562 ↓ ↓ ↓ 52 406 214 Ov 836 135 587 ↓ ↓ ↓ 455 Ov		Ig 4 ↓ ↓ ↓ 1,273 558 ↓ ↓ ↓ 52 406 214 Ov 843 135 587 ↓ ↓ ↓ 454 Ov							
N/S	Protected	LOS: C		N/S	Protected	LOS: D		N/S	Protected	LOS: D		N/S	Protected	LOS: D	
E/W	Protected	V/C: 0.80		E/W	Protected	V/C: 0.84		E/W	Protected	V/C: 0.84		E/W	Protected	V/C: 0.86	
54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central				54 Foothills Bl & Roseville Pkwy/HP Central			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
N/S Protected LOS: C E/W Permitted V/C: 0.73	N/S Protected LOS: A E/W Permitted V/C: 0.54	N/S Protected LOS: A E/W Permitted V/C: 0.54	N/S Protected LOS: A E/W Permitted V/C: 0.54	N/S Protected LOS: A E/W Permitted V/C: 0.54
55 Foothills Bl & HP South		55 Foothills Bl & HP South	55 Foothills Bl & HP South	55 Foothills Bl & HP South
N/S Protected LOS: C E/W Protected V/C: 0.78	N/S Protected LOS: D E/W Protected V/C: 0.83	N/S Protected LOS: D E/W Protected V/C: 0.84	N/S Protected LOS: D E/W Protected V/C: 0.83	N/S Protected LOS: D E/W Protected V/C: 0.82
56 Foothills Bl & Junction Bl		56 Foothills Bl & Junction Bl	56 Foothills Bl & Junction Bl	56 Foothills Bl & Junction Bl
N/S Protected LOS: A E/W Split Phase V/C: 0.57	N/S Protected LOS: D E/W Split Phase V/C: 0.86	N/S Protected LOS: D E/W Split Phase V/C: 0.86	N/S Protected LOS: D E/W Split Phase V/C: 0.86	N/S Protected LOS: D E/W Split Phase V/C: 0.86
57 Foothills Bl & Mcanally Dr		57 Foothills Bl & Mcanally Dr	57 Foothills Bl & Mcanally Dr	57 Foothills Bl & Mcanally Dr
N/S Protected LOS: D E/W Protected V/C: 0.86	N/S Protected LOS: E E/W Protected V/C: 0.99	N/S Protected LOS: E E/W Protected V/C: 0.99	N/S Protected LOS: E E/W Protected V/C: 0.98	N/S Protected LOS: E E/W Protected V/C: 0.98
58 Foothills Bl & Pleasant Grove Bl		58 Foothills Bl & Pleasant Grove Bl	58 Foothills Bl & Pleasant Grove Bl	58 Foothills Bl & Pleasant Grove Bl
N/S Protected LOS: A E/W Split Phase V/C: 0.52	N/S Protected LOS: A E/W Split Phase V/C: 0.59	N/S Protected LOS: B E/W Split Phase V/C: 0.60	N/S Protected LOS: B E/W Split Phase V/C: 0.60	N/S Protected LOS: B E/W Split Phase V/C: 0.60
59 Foothills Blvd & Rand/Pilgrims		59 Foothills Blvd & Rand/Pilgrims	59 Foothills Blvd & Rand/Pilgrims	59 Foothills Blvd & Rand/Pilgrims
N/S Protected LOS: B E/W Protected V/C: 0.64	N/S Protected LOS: C E/W Protected V/C: 0.81	N/S Protected LOS: C E/W Protected V/C: 0.81	N/S Protected LOS: C E/W Protected V/C: 0.80	N/S Protected LOS: C E/W Protected V/C: 0.80
60 Foothills Bl & Vineyard Rd		60 Foothills Bl & Vineyard Rd	60 Foothills Bl & Vineyard Rd	60 Foothills Bl & Vineyard Rd

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
61 Galleria & Antelope Creek		61 Galleria & Antelope Creek	61 Galleria & Antelope Creek	61 Galleria & Antelope Creek
62 Galleria & Berry		62 Galleria & Berry	62 Galleria & Berry	62 Galleria & Berry
63 Galleria & Roseville Pkwy		63 Galleria & Roseville Pkwy	63 Galleria & Roseville Pkwy	63 Galleria & Roseville Pkwy
64 Harding & Wills		64 Harding & Wills	64 Harding & Wills	64 Harding & Wills
65 Harding Bl & Estates Dr		65 Harding Bl & Estates Dr	65 Harding Bl & Estates Dr	65 Harding Bl & Estates Dr
66 Harding Bl & Lead Hill Bl		66 Harding Bl & Lead Hill Bl	66 Harding Bl & Lead Hill Bl	66 Harding Bl & Lead Hill Bl

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 9 599 11 21 3 9 7 2 28 18 In N/S Protected LOS: A E/W Permitted V/C: 0.35	In 105 1,095 25 123 16 77 45 7 103 39 In N/S Protected LOS: B E/W Permitted V/C: 0.62	In 105 1,106 25 123 16 76 45 7 101 39 In N/S Protected LOS: B E/W Permitted V/C: 0.62	In 105 1,100 25 123 16 77 45 7 103 39 In N/S Protected LOS: B E/W Permitted V/C: 0.62	In 105 1,090 25 123 16 78 45 7 103 39 In N/S Protected LOS: B E/W Permitted V/C: 0.62
67 Harding Bl & Roseville Square		67 Harding Bl & Roseville Square	67 Harding Bl & Roseville Square	67 Harding Bl & Roseville Square
In 39 17 347 58 1,078 3 154 247 1 13 Ov N/S Permitted LOS: B E/W Protected V/C: 0.64	In 54 9 156 23 433 1 411 1,106 13 8 Ov N/S Permitted LOS: A E/W Protected V/C: 0.50	In 55 9 156 25 396 7 409 1,111 9 9 Ov N/S Permitted LOS: A E/W Protected V/C: 0.50	In 57 9 160 22 389 7 372 1,112 17 9 Ov N/S Permitted LOS: A E/W Protected V/C: 0.50	In 56 9 156 21 409 7 378 1,088 17 8 Ov N/S Permitted LOS: A E/W Protected V/C: 0.49
68 Junction & Stonecrest/Magenta		68 Junction & Stonecrest/Magenta	68 Junction & Stonecrest/Magenta	68 Junction & Stonecrest/Magenta
In 0 0 0 0 1,256 146 207 100 0 119 Ov N/S Permitted LOS: A E/W Protected V/C: 0.53	In 0 0 0 0 577 27 1,614 202 0 73 Ov N/S Permitted LOS: A E/W Protected V/C: 0.56	In 0 0 0 0 579 26 1,627 206 0 74 Ov N/S Permitted LOS: A E/W Protected V/C: 0.57	In 0 0 0 0 579 27 1,578 198 0 74 Ov N/S Permitted LOS: A E/W Protected V/C: 0.55	In 0 0 0 0 574 27 1,569 197 0 74 Ov N/S Permitted LOS: A E/W Protected V/C: 0.55
69 Junction Bl & Americana Dr		69 Junction Bl & Americana Dr	69 Junction Bl & Americana Dr	69 Junction Bl & Americana Dr
In 418 0 43 981 1,470 0 44 996 0 0 Ig N/S Permitted LOS: B E/W Protected V/C: 0.69	In 1,131 0 52 521 1,348 0 97 1,317 0 0 Ig N/S Permitted LOS: D E/W Protected V/C: 0.82	In 1,131 0 53 476 1,326 0 102 1,306 0 0 Ig N/S Permitted LOS: C E/W Protected V/C: 0.81	In 1,129 0 55 471 1,336 0 93 1,296 0 0 Ig N/S Permitted LOS: C E/W Protected V/C: 0.81	In 1,111 0 54 496 1,338 0 94 1,313 0 0 Ig N/S Permitted LOS: C E/W Protected V/C: 0.81
70 Junction Bl & Baseline Rd		70 Junction Bl & Baseline Rd	70 Junction Bl & Baseline Rd	70 Junction Bl & Baseline Rd
In 141 208 128 186 852 64 79 196 34 257 In N/S Protected LOS: C E/W Protected V/C: 0.74	In 50 93 41 31 382 81 47 1,155 219 59 In N/S Protected LOS: B E/W Protected V/C: 0.66	In 52 100 41 29 370 77 47 1,183 206 71 In N/S Protected LOS: B E/W Protected V/C: 0.66	In 52 93 41 30 374 71 47 1,109 234 67 In N/S Protected LOS: B E/W Protected V/C: 0.63	In 55 97 41 30 374 71 47 1,095 239 64 In N/S Protected LOS: B E/W Protected V/C: 0.63
71 Junction Bl & Country Club Dr		71 Junction Bl & Country Club Dr	71 Junction Bl & Country Club Dr	71 Junction Bl & Country Club Dr
In 22 49 115 46 1,376 12 53 345 74 92 Ov N/S Protected LOS: B E/W Protected V/C: 0.67	In 22 4 44 36 550 8 62 1,525 95 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.58	In 21 4 45 34 516 8 64 1,526 98 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.58	In 22 4 44 34 513 8 64 1,497 91 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.57	In 22 4 44 35 527 8 63 1,478 90 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.57
72 Junction Bl & Park Regency Dr		72 Junction Bl & Park Regency Dr	72 Junction Bl & Park Regency Dr	72 Junction Bl & Park Regency Dr

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project						2025 CIP Plus Alternative 1						2025 CIP Plus Alternative 2						2025 CIP Plus Alternative 3					
AM Peak Hour			PM Peak Hour			PM Peak Hour			PM Peak Hour			PM Peak Hour											
In Ov 71258 └─┘ 246 71 3 └─┘ 1,243 19 In			In Ov 24911 └─┘ 1,715 157 37 └─┘ 615 104 In			In Ov 23911 └─┘ 1,752 151 38 └─┘ 622 103 In			In Ov 24911 └─┘ 1,694 153 39 └─┘ 625 104 In			In Ov 24911 └─┘ 1,687 149 39 └─┘ 621 104 In											
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: B									
E/W	Protected	V/C: 0.58	E/W	Protected	V/C: 0.66	E/W	Protected	V/C: 0.67	E/W	Protected	V/C: 0.66	E/W	Protected	V/C: 0.66									
73 Junction Bl & Porter Dr						73 Junction Bl & Porter Dr						73 Junction Bl & Porter Dr						73 Junction Bl & Porter Dr					
In In 14072 └─┘ 265 0 13 └─┘ 1,319 0 In			In In 8077 └─┘ 1,533 0 10 └─┘ 524 0 In			In In 6078 └─┘ 1,552 0 10 └─┘ 524 0 In			In In 7077 └─┘ 1,502 0 10 └─┘ 525 0 In			In In 8076 └─┘ 1,494 0 10 └─┘ 521 0 In											
N/S	Permitted	LOS: A	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A									
E/W	Protected	V/C: 0.50	E/W	Protected	V/C: 0.60	E/W	Protected	V/C: 0.60	E/W	Protected	V/C: 0.59	E/W	Protected	V/C: 0.58									
74 Junction Bl & Revere Dr						74 Junction Bl & Revere Dr						74 Junction Bl & Revere Dr						74 Junction Bl & Revere Dr					
In Ov 1405011 └─┘ 608 2 861 In 170 └─┘ 866 0 In			In Ov 8431,0183 └─┘ 336 2 364 In 1,020 └─┘ 546 1 In			In Ov 8711,0083 └─┘ 335 2 368 In 1,019 └─┘ 544 1 In			In Ov 8381,0153 └─┘ 336 2 367 In 996 └─┘ 557 1 In			In Ov 8331,0173 └─┘ 335 2 364 In 991 └─┘ 561 1 In											
N/S	Protected	LOS: A	N/S	Protected	LOS: E	N/S	Protected	LOS: E	N/S	Protected	LOS: E	N/S	Protected	LOS: E									
E/W	Split Phase	V/C: 0.51	E/W	Split Phase	V/C: 0.94	E/W	Split Phase	V/C: 0.96	E/W	Split Phase	V/C: 0.93	E/W	Split Phase	V/C: 0.92									
75 Junction Bl & Washington Bl						75 Junction Bl & Washington Bl						75 Junction Bl & Washington Bl						75 Junction Bl & Washington Bl					
Ig Ig 123135179 └─┘ 146 244 41 970 └─┘ 789 37 Ig			Ig Ig 763327171 └─┘ 170 1,026 133 425 └─┘ 270 28 Ig			Ig Ig 807288167 └─┘ 169 988 188 410 └─┘ 255 26 Ig			Ig Ig 867241163 └─┘ 169 895 198 402 └─┘ 257 27 Ig			Ig Ig 827261164 └─┘ 170 913 181 414 └─┘ 258 28 Ig											
N/S	Protected	LOS: A	N/S	Protected	LOS: B	N/S	Protected	LOS: B	N/S	Protected	LOS: A	N/S	Protected	LOS: A									
E/W	Protected	V/C: 0.57	E/W	Protected	V/C: 0.63	E/W	Protected	V/C: 0.62	E/W	Protected	V/C: 0.58	E/W	Protected	V/C: 0.59									
76 Junction Bl & Woodcreek Oaks Bl						76 Junction Bl & Woodcreek Oaks Bl						76 Junction Bl & Woodcreek Oaks Bl						76 Junction Bl & Woodcreek Oaks Bl					
Ov Ov 8649087 └─┘ 77 317 70 202 └─┘ 579 312 Ov			Ov Ov 183765154 └─┘ 119 625 198 206 └─┘ 595 632 Ov			Ov Ov 180767151 └─┘ 117 629 197 209 └─┘ 598 613 Ov			Ov Ov 178772150 └─┘ 118 624 199 205 └─┘ 612 615 Ov			Ov Ov 177774153 └─┘ 118 627 199 205 └─┘ 616 614 Ov											
N/S	Protected	LOS: A	N/S	Protected	LOS: C	N/S	Protected	LOS: C	N/S	Protected	LOS: C	N/S	Protected	LOS: C									
E/W	Protected	V/C: 0.52	E/W	Protected	V/C: 0.75	E/W	Protected	V/C: 0.74	E/W	Protected	V/C: 0.74	E/W	Protected	V/C: 0.74									
77 Lead Hill Bl & N Sunrise Av						77 Lead Hill Bl & N Sunrise Av						77 Lead Hill Bl & N Sunrise Av						77 Lead Hill Bl & N Sunrise Av					
Ig In 8124619 └─┘ 25 150 19 43 └─┘ 312 269 Ig			Ig In 10468510 └─┘ 83 430 192 78 └─┘ 245 486 Ig			Ig In 1046838 └─┘ 80 430 194 79 └─┘ 248 480 Ig			Ig In 10467011 └─┘ 79 430 192 78 └─┘ 240 503 Ig			Ig In 10468211 └─┘ 79 429 196 78 └─┘ 268 478 Ig											
N/S	Protected	LOS: A	N/S	Protected	LOS: B	N/S	Protected	LOS: B	N/S	Protected	LOS: B	N/S	Protected	LOS: B									
E/W	Protected	V/C: 0.43	E/W	Protected	V/C: 0.63	E/W	Protected	V/C: 0.63	E/W	Protected	V/C: 0.62	E/W	Protected	V/C: 0.64									
78 Lead Hill Bl & Rocky Ridge Dr						78 Lead Hill Bl & Rocky Ridge Dr						78 Lead Hill Bl & Rocky Ridge Dr						78 Lead Hill Bl & Rocky Ridge Dr					

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 0 0 0 0 518 41 0 595 49 0 34 0 14 Ov N/S Permitted LOS: A E/W Protected V/C: 0.25	In 0 0 0 0 806 133 0 733 105 0 56 Ov N/S Permitted LOS: A E/W Protected V/C: 0.40	In 0 0 0 0 808 133 0 731 105 0 56 Ov N/S Permitted LOS: A E/W Protected V/C: 0.40	In 0 0 0 0 803 133 0 745 105 0 55 Ov N/S Permitted LOS: A E/W Protected V/C: 0.41	In 0 0 0 0 806 133 0 749 106 0 55 Ov N/S Permitted LOS: A E/W Protected V/C: 0.41
79 Lead Hill Bl & Wal-Mart		79 Lead Hill Bl & Wal-Mart	79 Lead Hill Bl & Wal-Mart	79 Lead Hill Bl & Wal-Mart
Ov 82 502 220 187 8 76 84 6 30 315 178 In N/S Protected LOS: A E/W Split Phase V/C: 0.36	Ov 123 740 236 374 20 151 219 14 87 657 55 In N/S Protected LOS: A E/W Split Phase V/C: 0.53	Ov 123 735 235 374 20 152 220 14 87 659 56 In N/S Protected LOS: A E/W Split Phase V/C: 0.53	Ov 123 741 236 376 20 150 219 14 87 657 55 In N/S Protected LOS: A E/W Split Phase V/C: 0.52	Ov 123 742 237 374 20 151 219 14 87 657 53 In N/S Protected LOS: A E/W Split Phase V/C: 0.53
80 N Sunrise Av & Automall Dr		80 N Sunrise Av & Automall Dr	80 N Sunrise Av & Automall Dr	80 N Sunrise Av & Automall Dr
In 0 583 305 177 0 58 0 490 6 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.43	In 0 813 411 250 0 50 0 734 80 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.60	In 0 816 405 248 0 50 0 738 80 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.60	In 0 801 420 249 0 52 0 746 81 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.61	In 0 801 403 251 0 45 0 744 81 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.60
81 N Sunrise Av & Stone Point Dr		81 N Sunrise Av & Stone Point Dr	81 N Sunrise Av & Stone Point Dr	81 N Sunrise Av & Stone Point Dr
In 18 543 236 174 2 35 15 2 37 713 86 In N/S Protected LOS: A E/W Split Phase V/C: 0.48	In 75 1,240 248 398 14 152 98 21 81 667 72 In N/S Protected LOS: B E/W Split Phase V/C: 0.62	In 75 1,224 248 398 14 152 98 21 81 667 72 In N/S Protected LOS: B E/W Split Phase V/C: 0.62	In 75 1,231 246 397 14 152 98 22 81 668 74 In N/S Protected LOS: B E/W Split Phase V/C: 0.62	In 75 1,231 249 397 14 152 98 22 81 664 72 In N/S Protected LOS: B E/W Split Phase V/C: 0.62
82 N. Sunrise & Sierra Gardens		82 N. Sunrise & Sierra Gardens	82 N. Sunrise & Sierra Gardens	82 N. Sunrise & Sierra Gardens
In 6 2 13 4 246 23 1 151 23 23 23 22 In N/S Split Phase LOS: A E/W Protected V/C: 0.13	In 8 1 6 15 231 10 3 490 14 2 1 5 In N/S Split Phase LOS: A E/W Protected V/C: 0.20	In 8 1 6 15 233 10 3 496 14 2 1 5 In N/S Split Phase LOS: A E/W Protected V/C: 0.20	In 8 1 6 15 232 10 3 506 14 2 1 5 In N/S Split Phase LOS: A E/W Protected V/C: 0.20	In 8 1 5 15 231 10 3 500 14 2 1 5 In N/S Split Phase LOS: A E/W Protected V/C: 0.20
83 Olympus Dr & Europa St		83 Olympus Dr & Europa St	83 Olympus Dr & Europa St	83 Olympus Dr & Europa St
In 36 0 67 130 229 8 178 679 10 6 0 12 In N/S Protected LOS: A E/W Protected V/C: 0.30	In 223 0 128 62 589 5 83 336 2 5 0 13 In N/S Protected LOS: A E/W Protected V/C: 0.44	In 219 0 131 62 589 5 83 334 2 5 0 13 In N/S Protected LOS: A E/W Protected V/C: 0.44	In 219 0 130 63 585 5 82 331 2 5 0 13 In N/S Protected LOS: A E/W Protected V/C: 0.43	In 222 0 128 63 582 5 82 333 2 5 0 13 In N/S Protected LOS: A E/W Protected V/C: 0.44
84 PFE & Hilltop		84 PFE & Hilltop	84 PFE & Hilltop	84 PFE & Hilltop

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour			
Ov 149 1,020 47 29 244 290 46 174 161 Ov LOS: A V/C: 0.55 Ov 162 1,028 149 154 302 842 200 345 632 Ov LOS: E V/C: 0.96		Ov 161 1,033 150 152 303 848 200 344 630 Ov LOS: E V/C: 0.96 Ov 166 1,023 151 152 305 835 200 345 638 Ov LOS: E V/C: 0.96		Ov 162 1,029 152 154 310 825 199 346 638 Ov LOS: E V/C: 0.96											
85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway				85 Pleasant Grove & Fairway			
Ig 29 1,181 12 29 290 782 60 616 303 Ig LOS: C V/C: 0.77 Ig 63 1,013 24 33 769 1,223 54 402 288 Ig LOS: D V/C: 0.90		Ig 68 1,017 24 33 764 1,227 53 410 275 Ig LOS: D V/C: 0.90 Ig 55 1,021 24 34 740 1,192 59 405 299 Ig LOS: D V/C: 0.88		Ig 47 1,003 24 34 738 1,218 53 396 283 Ig LOS: D V/C: 0.87											
86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont				86 Pleasant Grove & Fiddymont			
Ig 9 6 128 58 1,381 63 19 2,410 15 Ig LOS: C V/C: 0.70 Ig 15 18 65 83 2,289 94 5 2,367 10 Ig LOS: C V/C: 0.79		Ig 15 18 65 83 2,307 94 4 2,374 9 Ig LOS: C V/C: 0.79 Ig 15 18 65 84 2,287 94 5 2,365 10 Ig LOS: C V/C: 0.78		Ig 15 18 66 83 2,281 94 6 2,358 10 Ig LOS: C V/C: 0.78											
87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy				87 Pleasant Grove & Gold Coast/Hallissy			
Ov 8 967 53 41 12 231 14 18 46 In LOS: A V/C: 0.34 Ov 25 940 96 55 28 328 14 14 35 In LOS: A V/C: 0.56		Ov 25 938 96 55 28 334 14 14 35 In LOS: A V/C: 0.57 Ov 25 938 96 55 28 329 14 14 35 In LOS: A V/C: 0.56		Ov 25 944 96 55 28 326 14 14 35 In LOS: A V/C: 0.56											
88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park				88 Pleasant Grove & Highland Park			
Ov 21 152 79 62 199 152 50 301 9 Ov LOS: A V/C: 0.40 Ov 40 135 78 75 384 396 15 257 12 Ov LOS: A V/C: 0.52		Ov 41 119 78 73 377 404 16 259 11 Ov LOS: A V/C: 0.52 Ov 35 111 78 76 371 397 16 266 10 Ov LOS: A V/C: 0.52		Ov 36 124 78 76 377 389 16 265 10 Ov LOS: A V/C: 0.52											
89 Pleasant Grove & Market				89 Pleasant Grove & Market				89 Pleasant Grove & Market				89 Pleasant Grove & Market			
In 59 0 53 25 1,017 0 53 1,762 0 In LOS: B V/C: 0.62 In 43 0 36 17 2,091 0 60 1,452 0 In LOS: C V/C: 0.77		In 43 0 36 15 2,096 0 58 1,429 0 In LOS: C V/C: 0.77 In 43 0 36 28 2,041 0 59 1,423 0 In LOS: C V/C: 0.75		In 43 0 36 28 2,060 0 59 1,431 0 In LOS: C V/C: 0.76											
90 Pleasant Grove & Michener				90 Pleasant Grove & Michener				90 Pleasant Grove & Michener				90 Pleasant Grove & Michener			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour			
Ov 12 8 17 49 433 45 26 737 4 10 30 52 Ov		Ov 34 36 24 16 896 65 17 657 16 9 15 20 Ov		Ov 35 36 24 15 898 66 17 667 20 8 15 21 Ov		Ov 34 36 24 15 883 66 17 652 10 8 15 21 Ov		Ov 35 36 24 16 878 65 17 650 11 8 15 20 Ov							
N/S Protected E/W Protected	LOS: A V/C: 0.32	N/S Protected E/W Protected	LOS: A V/C: 0.35	N/S Protected E/W Protected	LOS: A V/C: 0.35	N/S Protected E/W Protected	LOS: A V/C: 0.35	N/S Protected E/W Protected	LOS: A V/C: 0.34	N/S Protected E/W Protected	LOS: A V/C: 0.34	N/S Protected E/W Protected	LOS: A V/C: 0.34		
91 Pleasant Grove & Monument				91 Pleasant Grove & Monument				91 Pleasant Grove & Monument				91 Pleasant Grove & Monument			
In 7 0 28 5 1,035 0 10 1,764 0 0 0 0 In		In 23 0 59 82 2,052 0 12 1,450 0 0 0 0 In		In 23 0 60 83 2,056 0 11 1,424 0 0 0 0 In		In 23 0 60 83 2,001 0 11 1,419 0 0 0 0 In		In 23 0 60 82 2,021 0 11 1,427 0 0 0 0 In							
N/S Permitted E/W Protected	LOS: B V/C: 0.61	N/S Permitted E/W Protected	LOS: C V/C: 0.77	N/S Permitted E/W Protected	LOS: C V/C: 0.78	N/S Permitted E/W Protected	LOS: C V/C: 0.78	N/S Permitted E/W Protected	LOS: C V/C: 0.76	N/S Permitted E/W Protected	LOS: C V/C: 0.76	N/S Permitted E/W Protected	LOS: C V/C: 0.76		
92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek				92 Pleasant Grove & Rose Creek			
Ig 58 750 184 187 804 770 34 1,482 904 437 1,032 481 Ig		Ig 40 1,137 415 249 1,928 886 43 1,713 717 553 1,027 979 Ig		Ig 41 1,127 413 259 1,932 885 43 1,712 725 567 1,028 980 Ig		Ig 40 1,130 414 252 1,918 886 43 1,711 717 562 1,023 977 Ig		Ig 40 1,126 416 245 1,918 891 43 1,711 711 555 1,027 975 Ig							
N/S Protected E/W Protected	LOS: F V/C: 1.03	N/S Protected E/W Protected	LOS: F V/C: 1.20	N/S Protected E/W Protected	LOS: F V/C: 1.20	N/S Protected E/W Protected	LOS: F V/C: 1.20	N/S Protected E/W Protected	LOS: F V/C: 1.19	N/S Protected E/W Protected	LOS: F V/C: 1.20	N/S Protected E/W Protected	LOS: F V/C: 1.20		
93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy				93 Pleasant Grove & Roseville Pkwy			
Ov 21 0 125 53 999 0 2 1,643 0 0 0 0 Ov		Ov 6 0 110 243 1,839 0 12 1,349 0 0 0 0 Ov		Ov 6 0 108 246 1,839 0 12 1,325 0 0 0 0 Ov		Ov 7 0 107 246 1,785 0 12 1,320 0 0 0 0 Ov		Ov 6 0 107 242 1,808 0 12 1,328 0 0 0 0 Ov							
N/S Permitted E/W Protected	LOS: B V/C: 0.63	N/S Permitted E/W Protected	LOS: B V/C: 0.69	N/S Permitted E/W Protected	LOS: B V/C: 0.69	N/S Permitted E/W Protected	LOS: B V/C: 0.69	N/S Permitted E/W Protected	LOS: B V/C: 0.67	N/S Permitted E/W Protected	LOS: B V/C: 0.67	N/S Permitted E/W Protected	LOS: B V/C: 0.68		
94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City				94 Pleasant Grove & Sun City			
Ig 109 1,779 170 19 2 32 166 7 109 147 1,787 99 Ig		Ig 291 2,366 83 169 5 169 471 6 431 336 2,702 37 Ig		Ig 292 2,370 84 167 5 172 466 6 436 335 2,701 36 Ig		Ig 293 2,359 84 170 5 168 471 6 431 334 2,700 36 Ig		Ig 294 2,361 85 170 5 167 472 6 429 333 2,701 36 Ig							
N/S Protected E/W Protected	LOS: A V/C: 0.52	N/S Protected E/W Protected	LOS: D V/C: 0.83	N/S Protected E/W Protected	LOS: D V/C: 0.82	N/S Protected E/W Protected	LOS: D V/C: 0.82	N/S Protected E/W Protected	LOS: D V/C: 0.82	N/S Protected E/W Protected	LOS: D V/C: 0.82	N/S Protected E/W Protected	LOS: D V/C: 0.82		
95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe				95 Pleasant Grove & Wal-Mart/Highland Pointe			
Ov 262 403 99 131 965 154 265 1,721 64 126 1,068 421 Ig		Ov 321 1,095 107 188 2,165 432 162 1,894 115 176 514 357 Ig		Ov 324 1,093 109 187 2,158 456 158 1,900 109 185 511 355 Ig		Ov 315 1,097 109 188 2,154 428 166 1,889 115 174 519 360 Ig		Ov 327 1,090 107 188 2,148 430 165 1,882 117 172 520 362 Ig							
N/S Protected E/W Protected	LOS: D V/C: 0.85	N/S Protected E/W Protected	LOS: D V/C: 0.90	N/S Protected E/W Protected	LOS: E V/C: 0.91	N/S Protected E/W Protected	LOS: D V/C: 0.89	N/S Protected E/W Protected	LOS: D V/C: 0.89	N/S Protected E/W Protected	LOS: D V/C: 0.89	N/S Protected E/W Protected	LOS: D V/C: 0.89		
96 Pleasant Grove & Washington				96 Pleasant Grove & Washington				96 Pleasant Grove & Washington				96 Pleasant Grove & Washington			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour					
In 0000 ↑↑↑↑ 946 74 0 4↑↑ 149 0 141 Ov 2,412 11 In N/S Permitted LOS: B E/W Protected V/C: 0.69		In 0000 ↑↑↑↑ 2,605 160 0 4↑↑ 6 0 243 Ov 1,844 179 In N/S Permitted LOS: B E/W Protected V/C: 0.63		In 0000 ↑↑↑↑ 2,608 166 0 4↑↑ 6 0 247 Ov 1,844 181 In N/S Permitted LOS: B E/W Protected V/C: 0.63		In 0000 ↑↑↑↑ 2,575 163 0 4↑↑ 7 0 247 Ov 1,826 182 In N/S Permitted LOS: B E/W Protected V/C: 0.63		In 0000 ↑↑↑↑ 2,568 171 0 4↑↑ 6 0 244 Ov 1,816 179 In N/S Permitted LOS: B E/W Protected V/C: 0.62							
97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr			
Ig 135 566 175 ↑↑↑↑↑ 261 792 36 171 1,550 214 Ig 147 583 652 Ig N/S Protected LOS: B E/W Protected V/C: 0.63		Ig 228 820 379 ↑↑↑↑↑ 276 1,774 495 145 1,308 177 Ig 289 661 395 Ig N/S Protected LOS: D E/W Protected V/C: 0.85		Ig 227 823 383 ↑↑↑↑↑ 283 1,774 488 141 1,290 177 Ig 287 663 410 Ig N/S Protected LOS: D E/W Protected V/C: 0.85		Ig 245 797 384 ↑↑↑↑↑ 260 1,723 533 143 1,284 175 Ig 296 640 398 Ig N/S Protected LOS: D E/W Protected V/C: 0.86		Ig 272 779 381 ↑↑↑↑↑ 262 1,717 530 145 1,288 175 Ig 295 640 385 Ig N/S Protected LOS: D E/W Protected V/C: 0.85							
98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl			
In 5 252 63 ↑↑ 13 0 6 7 2 3 Ov 1 1,399 20 In N/S Protected LOS: A E/W Split Phase V/C: 0.54		In 14 1,566 76 ↑↑ 62 6 52 12 8 6 Ov 3 813 96 In N/S Protected LOS: B E/W Split Phase V/C: 0.60		In 14 1,567 77 ↑↑ 62 6 52 12 8 6 Ov 3 810 96 In N/S Protected LOS: B E/W Split Phase V/C: 0.60		In 14 1,563 76 ↑↑ 62 6 52 12 8 6 Ov 3 809 96 In N/S Protected LOS: B E/W Split Phase V/C: 0.60		In 14 1,563 76 ↑↑ 62 6 52 12 8 6 Ov 3 813 96 In N/S Protected LOS: B E/W Split Phase V/C: 0.60							
99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr			
In 0 242 26 ↑↑ 132 17 78 0 0 0 In 1,287 3 In N/S Protected LOS: A E/W Permitted V/C: 0.52		In 0 1,483 159 ↑↑ 103 0 4 0 0 0 In 819 91 In N/S Protected LOS: A E/W Permitted V/C: 0.50		In 0 1,488 154 ↑↑ 102 0 4 0 0 0 In 816 92 In N/S Protected LOS: A E/W Permitted V/C: 0.50		In 0 1,481 158 ↑↑ 102 0 5 0 0 0 In 815 90 In N/S Protected LOS: A E/W Permitted V/C: 0.50		In 0 1,481 158 ↑↑ 102 0 4 0 0 0 In 819 90 In N/S Protected LOS: A E/W Permitted V/C: 0.50							
100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr			
Ig 3 248 54 ↑↑ 18 18 47 6 26 34 Ov 11 1,296 92 In N/S Protected LOS: A E/W Split Phase V/C: 0.58		Ig 31 1,345 46 ↑↑ 143 23 152 6 21 126 Ov 50 810 42 In N/S Protected LOS: B E/W Split Phase V/C: 0.67		Ig 32 1,350 47 ↑↑ 144 23 152 6 21 125 Ov 50 807 43 In N/S Protected LOS: B E/W Split Phase V/C: 0.67		Ig 31 1,345 47 ↑↑ 144 23 152 6 21 125 Ov 50 808 42 In N/S Protected LOS: B E/W Split Phase V/C: 0.67		Ig 31 1,346 46 ↑↑ 143 23 152 6 21 124 Ov 50 811 43 In N/S Protected LOS: B E/W Split Phase V/C: 0.67							
101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr			
In 3 0 34 ↑↑ 53 167 0 21 147 0 In 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.09		In 30 0 258 ↑↑↑ 46 262 1 26 249 0 In 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.28		In 30 0 247 ↑↑↑ 47 262 1 26 249 0 In 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.27		In 30 0 265 ↑↑↑ 47 262 1 26 249 0 In 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.28		In 30 0 250 ↑↑↑ 46 262 1 26 249 0 In 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.27							
102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 0 0 0 0 0 0 1,879 87 115 0 126 In 0 1,801 73 LOS: A V/C: 0.55	In 0 0 0 0 0 0 2,203 250 57 0 90 In 0 1,858 385 LOS: C V/C: 0.81	In 0 0 0 0 0 0 2,201 250 60 0 90 In 0 1,878 384 LOS: C V/C: 0.81	In 0 0 0 0 0 0 2,200 249 55 0 89 In 0 1,860 369 LOS: C V/C: 0.79	In 0 0 0 0 0 0 2,193 251 55 0 89 In 0 1,855 371 LOS: C V/C: 0.79
103 Roseville Parkway & Chase		103 Roseville Parkway & Chase	103 Roseville Parkway & Chase	103 Roseville Parkway & Chase
Ov 67 2 77 108 1,941 23 3 9 4 Ov 426 1,793 51 LOS: A V/C: 0.52	Ov 303 5 249 94 2,686 7 14 3 11 Ov 295 2,373 40 LOS: C V/C: 0.80	Ov 306 5 239 94 2,694 7 14 3 11 Ov 296 2,372 40 LOS: C V/C: 0.80	Ov 315 5 243 94 2,680 7 14 3 11 Ov 292 2,372 40 LOS: C V/C: 0.80	Ov 303 5 247 94 2,678 7 14 3 12 Ov 294 2,371 40 LOS: C V/C: 0.79
104 Roseville Parkway & Creekside Ridge		104 Roseville Parkway & Creekside Ridge	104 Roseville Parkway & Creekside Ridge	104 Roseville Parkway & Creekside Ridge
Ov 249 4 412 238 1,758 8 7 10 19 In 923 1,598 5 LOS: D V/C: 0.88	Ov 294 3 1,101 182 2,096 3 5 2 11 In 693 1,923 15 LOS: D V/C: 0.84	Ov 304 3 1,100 184 2,093 3 5 2 11 In 693 1,931 15 LOS: D V/C: 0.84	Ov 290 3 1,101 186 2,089 3 5 2 11 In 692 1,914 15 LOS: D V/C: 0.84	Ov 288 3 1,102 186 2,081 3 5 2 11 In 690 1,913 15 LOS: D V/C: 0.84
105 Roseville Parkway & Gibson		105 Roseville Parkway & Gibson	105 Roseville Parkway & Gibson	105 Roseville Parkway & Gibson
Ov 42 96 8 304 2,179 367 363 119 116 Ig 32 1,845 304 LOS: C V/C: 0.75	Ov 227 186 35 67 2,300 730 631 101 303 Ig 30 2,460 245 LOS: E V/C: 0.92	Ov 227 181 36 66 2,298 731 630 102 306 Ig 30 2,459 246 LOS: E V/C: 0.92	Ov 222 194 35 69 2,308 716 651 99 298 Ig 30 2,453 247 LOS: E V/C: 0.92	Ov 235 176 35 60 2,289 726 627 107 314 Ig 30 2,463 239 LOS: E V/C: 0.92
106 Roseville Parkway & N. Sunrise		106 Roseville Parkway & N. Sunrise	106 Roseville Parkway & N. Sunrise	106 Roseville Parkway & N. Sunrise
Ig 2 21 8 13 1,910 106 195 78 252 Ig 17 2,264 271 LOS: A V/C: 0.53	Ig 80 176 8 35 2,894 162 210 85 262 Ig 98 2,243 256 LOS: C V/C: 0.81	Ig 80 179 5 35 2,886 160 211 85 264 Ig 96 2,247 254 LOS: C V/C: 0.81	Ig 80 172 8 35 2,886 160 210 85 262 Ig 97 2,231 256 LOS: C V/C: 0.81	Ig 80 170 10 35 2,882 160 209 85 262 Ig 99 2,231 256 LOS: C V/C: 0.80
107 Roseville Parkway & Reserve		107 Roseville Parkway & Reserve	107 Roseville Parkway & Reserve	107 Roseville Parkway & Reserve
Ov 482 0 88 338 1,873 2 2 0 0 Ov 83 1,660 0 LOS: A V/C: 0.55	Ov 444 0 114 605 1,833 2 2 0 0 Ov 134 2,121 7 LOS: C V/C: 0.74	Ov 446 0 113 607 1,837 2 2 0 0 Ov 133 2,118 7 LOS: C V/C: 0.74	Ov 443 0 113 609 1,828 2 2 0 0 Ov 134 2,117 7 LOS: C V/C: 0.74	Ov 443 0 114 613 1,826 2 2 0 0 Ov 133 2,119 7 LOS: C V/C: 0.74
108 Roseville Parkway & Secret Ravine		108 Roseville Parkway & Secret Ravine	108 Roseville Parkway & Secret Ravine	108 Roseville Parkway & Secret Ravine

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3							
AM Peak Hour				PM Peak Hour				PM Peak Hour				PM Peak Hour							
Ov 118 132 568 180 1,872 128 196 1,863 53 Ov 266 178 329 LOS: D V/C: 0.88				Ov 140 366 491 756 2,177 236 223 2,369 346 Ov 388 320 129 LOS: D V/C: 0.82				Ov 139 360 494 748 2,179 239 223 2,367 345 Ov 387 325 126 LOS: D V/C: 0.82				Ov 139 372 491 760 2,185 232 222 2,358 345 Ov 377 315 137 LOS: D V/C: 0.82				Ov 138 368 491 748 2,177 250 223 2,362 342 Ov 386 330 113 LOS: D V/C: 0.82			
109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor							
lg 61 1 16 24 2,410 10 38 2,042 7 lg 51 1 43 LOS: A V/C: 0.47				lg 146 1 90 83 2,442 34 165 3,047 41 lg 19 1 28 LOS: A V/C: 0.59				lg 150 1 90 83 2,447 34 170 3,038 41 lg 19 1 28 LOS: A V/C: 0.59				lg 148 1 90 83 2,430 34 166 3,038 41 lg 19 1 28 LOS: A V/C: 0.59				lg 146 1 90 83 2,429 34 163 3,035 41 lg 19 1 28 LOS: A V/C: 0.59			
110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall							
In 0 1,739 127 276 0 183 0 0 0 In 0 1,482 47 LOS: A V/C: 0.54				In 0 1,766 117 82 0 77 0 0 0 In 0 2,134 156 LOS: B V/C: 0.60				In 0 1,768 118 82 0 77 0 0 0 In 0 2,129 156 LOS: B V/C: 0.60				In 0 1,759 118 82 0 77 0 0 0 In 0 2,130 156 LOS: B V/C: 0.60				In 0 1,760 118 82 0 77 0 0 0 In 0 2,132 155 LOS: B V/C: 0.60			
111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr							
Ov 3 391 77 454 557 84 5 106 313 Ov 445 587 172 LOS: A V/C: 0.53				Ov 37 928 387 120 430 189 37 701 388 Ov 479 528 86 LOS: C V/C: 0.75				Ov 37 824 485 120 432 189 37 571 508 Ov 477 531 86 LOS: B V/C: 0.68				Ov 37 920 376 120 427 192 37 693 394 Ov 481 524 85 LOS: C V/C: 0.75				Ov 36 892 424 120 429 193 37 663 435 Ov 480 539 84 LOS: C V/C: 0.73			
112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd							
Ov 68 1,743 23 48 19 10 30 11 148 Ov 199 1,510 2 LOS: B V/C: 0.60				Ov 60 1,853 11 11 13 5 150 27 256 Ov 217 1,688 8 LOS: B V/C: 0.65				Ov 60 1,843 11 11 13 5 150 27 253 Ov 216 1,684 8 LOS: B V/C: 0.65				Ov 60 1,855 11 11 13 5 150 27 258 Ov 216 1,684 8 LOS: B V/C: 0.65				Ov 60 1,840 11 11 13 5 150 27 265 Ov 216 1,686 8 LOS: B V/C: 0.65			
113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto							
In 0 0 0 0 1,003 26 0 843 19 In 0 0 71 LOS: A V/C: 0.41				In 0 0 0 0 973 103 0 1,165 149 In 0 0 53 LOS: A V/C: 0.50				In 0 0 0 0 975 103 0 1,184 147 In 0 0 53 LOS: A V/C: 0.50				In 0 0 0 0 973 102 0 1,165 148 In 0 0 51 LOS: A V/C: 0.50				In 0 0 0 0 985 100 0 1,176 152 In 0 0 51 LOS: A V/C: 0.50			
114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy				114 Roseville Pw & N Cirby Wy							

223

2,369

346

Ov

388

320

129

LOS: D

V/C: 0.82

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
N/S Split Phase LOS: A E/W Protected V/C: 0.52	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.52	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.53
121 S Cirby Wy & Champion Oaks Dr		121 S Cirby Wy & Champion Oaks Dr	121 S Cirby Wy & Champion Oaks Dr	121 S Cirby Wy & Champion Oaks Dr
N/S Protected LOS: C E/W Permitted V/C: 0.76	N/S Protected LOS: C E/W Permitted V/C: 0.75	N/S Protected LOS: C E/W Permitted V/C: 0.75	N/S Protected LOS: C E/W Permitted V/C: 0.74	N/S Protected LOS: C E/W Permitted V/C: 0.75
122 S Cirby Wy & Old Auburn Rd		122 S Cirby Wy & Old Auburn Rd	122 S Cirby Wy & Old Auburn Rd	122 S Cirby Wy & Old Auburn Rd
N/S Split Phase LOS: A E/W Protected V/C: 0.29	N/S Split Phase LOS: A E/W Protected V/C: 0.33	N/S Split Phase LOS: A E/W Protected V/C: 0.33	N/S Split Phase LOS: A E/W Protected V/C: 0.33	N/S Split Phase LOS: A E/W Protected V/C: 0.33
123 Secret Ravine & Scarborough/Poppy Field		123 Secret Ravine & Scarborough/Poppy Field	123 Secret Ravine & Scarborough/Poppy Field	123 Secret Ravine & Scarborough/Poppy Field
N/S Protected LOS: A E/W Permitted V/C: 0.52	N/S Protected LOS: A E/W Permitted V/C: 0.45	N/S Protected LOS: A E/W Permitted V/C: 0.45	N/S Protected LOS: A E/W Permitted V/C: 0.45	N/S Protected LOS: A E/W Permitted V/C: 0.45
124 Sierra College & Miners Ravine		124 Sierra College & Miners Ravine	124 Sierra College & Miners Ravine	124 Sierra College & Miners Ravine
N/S Protected LOS: A E/W Permitted V/C: 0.50	N/S Protected LOS: A E/W Permitted V/C: 0.59	N/S Protected LOS: A E/W Permitted V/C: 0.59	N/S Protected LOS: A E/W Permitted V/C: 0.59	N/S Protected LOS: A E/W Permitted V/C: 0.59
125 Sierra College & Secret Ravine		125 Sierra College & Secret Ravine	125 Sierra College & Secret Ravine	125 Sierra College & Secret Ravine
N/S Protected LOS: B E/W Protected V/C: 0.65	N/S Protected LOS: A E/W Protected V/C: 0.56	N/S Protected LOS: A E/W Protected V/C: 0.57	N/S Protected LOS: A E/W Protected V/C: 0.56	N/S Protected LOS: A E/W Protected V/C: 0.56
126 Sierra College Bl & Eureka Rd		126 Sierra College Bl & Eureka Rd	126 Sierra College Bl & Eureka Rd	126 Sierra College Bl & Eureka Rd

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 24 806 49 15 3 30 95 7 120 In 158 1,245 111 30 LOS: A V/C: 0.45	In 55 1,433 106 57 4 128 203 12 336 In 181 1,305 59 106 LOS: C V/C: 0.79	In 55 1,436 106 57 4 127 203 12 336 In 183 1,299 59 106 LOS: C V/C: 0.79	In 55 1,449 107 57 4 128 203 12 337 In 180 1,303 59 107 LOS: C V/C: 0.79	In 55 1,434 106 57 4 126 203 12 336 In 182 1,297 59 106 LOS: C V/C: 0.79
127 Sierra College Bl & Indigo Creek Apts		127 Sierra College Bl & Indigo Creek Apts	127 Sierra College Bl & Indigo Creek Apts	127 Sierra College Bl & Indigo Creek Apts
Ov 109 1,040 17 40 60 72 295 58 193 Ov 118 1,641 30 72 LOS: A V/C: 0.57	Ov 334 2,078 46 21 135 56 263 92 157 Ov 350 1,812 71 46 LOS: C V/C: 0.79	Ov 334 2,073 52 21 134 56 263 93 157 Ov 352 1,809 71 52 LOS: C V/C: 0.79	Ov 332 2,086 45 21 135 56 263 94 155 Ov 348 1,809 71 45 LOS: C V/C: 0.79	Ov 335 2,084 44 22 134 56 264 91 157 Ov 345 1,816 71 44 LOS: C V/C: 0.79
128 Sierra College Bl & Old Auburn Rd		128 Sierra College Bl & Old Auburn Rd	128 Sierra College Bl & Old Auburn Rd	128 Sierra College Bl & Old Auburn Rd
Ov 38 880 21 4 9 7 190 8 225 Ov 388 1,058 59 21 LOS: B V/C: 0.63	Ov 58 982 4 2 4 14 90 7 460 Ov 266 1,019 13 4 LOS: A V/C: 0.55	Ov 61 982 4 2 4 14 90 7 467 Ov 266 1,021 13 4 LOS: A V/C: 0.55	Ov 59 986 4 2 4 14 90 7 476 Ov 266 1,017 13 4 LOS: A V/C: 0.55	Ov 58 990 4 2 4 14 90 7 470 Ov 266 1,018 13 4 LOS: A V/C: 0.55
129 Sierra College Bl & Olympus Dr		129 Sierra College Bl & Olympus Dr	129 Sierra College Bl & Olympus Dr	129 Sierra College Bl & Olympus Dr
Ov 37 854 44 13 291 183 42 135 81 Ov 109 809 83 44 LOS: A V/C: 0.49	Ov 45 863 78 15 299 213 71 399 178 Ov 311 1,120 265 78 LOS: B V/C: 0.66	Ov 45 868 78 15 298 212 71 403 179 Ov 310 1,128 265 78 LOS: B V/C: 0.66	Ov 45 856 78 15 292 212 72 403 177 Ov 311 1,122 265 78 LOS: B V/C: 0.66	Ov 45 859 78 15 293 212 71 406 177 Ov 309 1,118 265 78 LOS: B V/C: 0.66
130 Stanford Ranch & Fairway		130 Stanford Ranch & Fairway	130 Stanford Ranch & Fairway	130 Stanford Ranch & Fairway
Ov 24 946 143 61 64 281 5 60 123 Ov 113 928 327 143 LOS: A V/C: 0.41	Ov 36 1,095 67 125 124 385 35 85 324 Ov 494 1,533 315 67 LOS: B V/C: 0.63	Ov 36 1,101 68 124 125 386 35 84 323 Ov 493 1,540 308 68 LOS: B V/C: 0.63	Ov 36 1,088 67 125 124 382 35 85 324 Ov 494 1,534 312 67 LOS: B V/C: 0.62	Ov 36 1,090 67 126 125 380 35 85 324 Ov 495 1,528 314 67 LOS: B V/C: 0.63
131 Stanford Ranch & Five Star		131 Stanford Ranch & Five Star	131 Stanford Ranch & Five Star	131 Stanford Ranch & Five Star
Ov 199 793 9 4 27 63 148 16 32 Ov 5 833 16 9 LOS: A V/C: 0.32	Ov 289 942 13 17 15 33 320 17 39 Ov 23 1,259 31 13 LOS: A V/C: 0.54	Ov 295 948 13 17 15 33 316 17 39 Ov 23 1,267 31 13 LOS: A V/C: 0.54	Ov 289 936 13 17 14 33 318 17 39 Ov 24 1,261 31 13 LOS: A V/C: 0.54	Ov 287 938 13 17 14 33 313 17 39 Ov 24 1,257 31 13 LOS: A V/C: 0.54
132 Stanford Ranch & Highland Park		132 Stanford Ranch & Highland Park	132 Stanford Ranch & Highland Park	132 Stanford Ranch & Highland Park

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 41 923 134 64 26 50 40 26 29 38 1,608 87 In 41 923 134 64 26 50 N/S Protected LOS: C E/W Permitted V/C: 0.74	In 50 1,778 4 76 17 39 62 11 66 39 1,413 63 In 50 1,778 4 76 17 39 N/S Protected LOS: C E/W Permitted V/C: 0.74	In 50 1,772 6 76 18 38 62 13 66 39 1,413 63 In 50 1,772 6 76 18 38 N/S Protected LOS: C E/W Permitted V/C: 0.74	In 50 1,774 5 76 17 38 62 12 66 39 1,410 63 In 50 1,774 5 76 17 38 N/S Protected LOS: C E/W Permitted V/C: 0.74	In 50 1,777 6 76 17 39 62 11 66 39 1,410 63 In 50 1,777 6 76 17 39 N/S Protected LOS: C E/W Permitted V/C: 0.74
133 Sunrise & Coloma		133 Sunrise & Coloma	133 Sunrise & Coloma	133 Sunrise & Coloma
In 1 1,419 1 8 2 36 24 8 13 23 2,371 24 In 1 1,419 1 8 2 36 N/S Protected LOS: A E/W Split Phase V/C: 0.59	In 207 2,261 7 27 0 255 25 0 254 31 2,051 59 In 207 2,261 7 27 0 255 N/S Protected LOS: E E/W Split Phase V/C: 0.92	In 208 2,245 7 27 0 257 25 0 254 36 2,048 59 In 208 2,245 7 27 0 257 N/S Protected LOS: E E/W Split Phase V/C: 0.92	In 204 2,272 7 28 0 249 25 0 241 32 2,043 58 In 204 2,272 7 28 0 249 N/S Protected LOS: E E/W Split Phase V/C: 0.91	In 203 2,273 7 28 0 258 25 0 243 26 2,051 59 In 203 2,273 7 28 0 258 N/S Protected LOS: E E/W Split Phase V/C: 0.92
134 Sunrise & Sandringham/Kensington		134 Sunrise & Sandringham/Kensington	134 Sunrise & Sandringham/Kensington	134 Sunrise & Sandringham/Kensington
In 48 1,396 30 44 14 22 48 29 2 9 2,371 22 In 48 1,396 30 44 14 22 N/S Protected LOS: B E/W Permitted V/C: 0.64	In 83 2,376 36 68 22 90 51 18 11 9 2,068 37 In 83 2,376 36 68 22 90 N/S Protected LOS: C E/W Permitted V/C: 0.71	In 83 2,360 36 68 22 90 51 18 11 9 2,064 37 In 83 2,360 36 68 22 90 N/S Protected LOS: C E/W Permitted V/C: 0.70	In 83 2,384 36 68 22 90 51 18 11 9 2,060 37 In 83 2,384 36 68 22 90 N/S Protected LOS: C E/W Permitted V/C: 0.71	In 83 2,384 36 68 22 90 51 18 11 9 2,068 37 In 83 2,384 36 68 22 90 N/S Protected LOS: C E/W Permitted V/C: 0.71
135 Sunrise & Sun Tree/Kensington		135 Sunrise & Sun Tree/Kensington	135 Sunrise & Sun Tree/Kensington	135 Sunrise & Sun Tree/Kensington
In 0 1,076 90 33 0 37 0 0 0 0 1,685 34 In 0 1,076 90 33 0 37 N/S Protected LOS: B E/W Split Phase V/C: 0.66	In 0 1,727 85 60 0 49 0 0 0 0 1,534 38 In 0 1,727 85 60 0 49 N/S Protected LOS: B E/W Split Phase V/C: 0.61	In 0 1,724 85 60 0 49 0 0 0 0 1,532 38 In 0 1,724 85 60 0 49 N/S Protected LOS: B E/W Split Phase V/C: 0.61	In 0 1,723 84 60 0 49 0 0 0 0 1,531 38 In 0 1,723 84 60 0 49 N/S Protected LOS: B E/W Split Phase V/C: 0.61	In 0 1,728 84 60 0 49 0 0 0 0 1,531 38 In 0 1,728 84 60 0 49 N/S Protected LOS: B E/W Split Phase V/C: 0.61
136 Sunrise Av & Frances Dr		136 Sunrise Av & Frances Dr	136 Sunrise Av & Frances Dr	136 Sunrise Av & Frances Dr
In 0 429 37 238 0 4 0 0 0 0 730 2 In 0 429 37 238 0 4 N/S Protected LOS: A E/W Protected V/C: 0.40	In 0 884 283 43 0 3 0 0 0 0 802 11 In 0 884 283 43 0 3 N/S Protected LOS: A E/W Protected V/C: 0.46	In 0 876 277 43 0 3 0 0 0 0 801 11 In 0 876 277 43 0 3 N/S Protected LOS: A E/W Protected V/C: 0.46	In 0 874 285 43 0 3 0 0 0 0 807 11 In 0 874 285 43 0 3 N/S Protected LOS: A E/W Protected V/C: 0.47	In 0 881 280 43 0 3 0 0 0 0 805 11 In 0 881 280 43 0 3 N/S Protected LOS: A E/W Protected V/C: 0.46
137 Sunrise Av & Oak Ridge Dr		137 Sunrise Av & Oak Ridge Dr	137 Sunrise Av & Oak Ridge Dr	137 Sunrise Av & Oak Ridge Dr
In 3 526 142 147 2 72 4 7 5 4 1,330 128 In 3 526 142 147 2 72 N/S Protected LOS: B E/W Split Phase V/C: 0.66	In 19 1,659 239 282 4 236 1 3 4 5 804 84 In 19 1,659 239 282 4 236 N/S Protected LOS: C E/W Split Phase V/C: 0.75	In 19 1,678 236 289 4 236 1 3 4 5 799 84 In 19 1,678 236 289 4 236 N/S Protected LOS: C E/W Split Phase V/C: 0.76	In 19 1,654 242 277 4 233 1 3 4 5 813 85 In 19 1,654 242 277 4 233 N/S Protected LOS: C E/W Split Phase V/C: 0.75	In 19 1,651 242 275 4 232 1 3 4 5 816 84 In 19 1,651 242 275 4 232 N/S Protected LOS: C E/W Split Phase V/C: 0.75
138 Washington & Diamond Oaks		138 Washington & Diamond Oaks	138 Washington & Diamond Oaks	138 Washington & Diamond Oaks

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour					
In 64 238 66 83 0 133 In 108 0 66 151 1,136 58 In 108 0 66 151 1,136 58		In 13 936 20 6 0 92 In 9 0 37 90 273 22 In 9 0 37 90 273 22		In 14 937 20 6 0 92 In 9 0 37 90 288 21 In 9 0 37 90 288 21		In 14 946 20 6 0 92 In 9 0 37 90 276 23 In 9 0 37 90 276 23		In 13 927 20 6 0 92 In 9 0 37 90 262 23 In 9 0 37 90 262 23							
N/S E/W	Protected Protected	LOS: A V/C: 0.59	N/S E/W	Protected Protected	LOS: A V/C: 0.47	N/S E/W	Protected Protected	LOS: A V/C: 0.47	N/S E/W	Protected Protected	LOS: A V/C: 0.48	N/S E/W	Protected Protected	LOS: A V/C: 0.47	
145 Woodcreek Oaks & Trailee				145 Woodcreek Oaks & Trailee				145 Woodcreek Oaks & Trailee				145 Woodcreek Oaks & Trailee			
In 0 0 0 0 844 861 In 0 1,569 20 130 0 200 In 0 1,569 20 130 0 200		In 0 0 0 0 1,322 861 In 0 1,898 125 83 0 466 In 0 1,898 125 83 0 466		In 0 0 0 0 1,314 864 In 0 1,905 124 83 0 470 In 0 1,905 124 83 0 470		In 0 0 0 0 1,321 859 In 0 1,879 125 84 0 471 In 0 1,879 125 84 0 471		In 0 0 0 0 1,314 864 In 0 1,872 125 86 0 468 In 0 1,872 125 86 0 468							
N/S E/W	Permitted Protected	LOS: A V/C: 0.57	N/S E/W	Permitted Protected	LOS: B V/C: 0.66	N/S E/W	Permitted Protected	LOS: B V/C: 0.66	N/S E/W	Permitted Protected	LOS: B V/C: 0.65	N/S E/W	Permitted Protected	LOS: B V/C: 0.65	
146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd				146 SR 65 N/B Off & Blue Oaks Blvd			
Ig 585 487 13 0 1,228 240 Ig 493 1,003 397 106 0 736 Ig 493 1,003 397 106 0 736		Ig 519 578 72 0 753 184 Ig 371 1,077 577 315 0 1,083 Ig 371 1,077 577 315 0 1,083		Ig 520 585 72 0 757 175 Ig 369 1,088 573 319 0 1,074 Ig 369 1,088 573 319 0 1,074		Ig 540 563 72 0 749 185 Ig 371 1,058 577 318 0 1,091 Ig 371 1,058 577 318 0 1,091		Ig 523 577 72 0 745 186 Ig 369 1,065 567 311 0 1,087 Ig 369 1,065 567 311 0 1,087							
N/S E/W	Protected Protected	LOS: A V/C: 0.48	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: B V/C: 0.65	
147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd				147 Washington Blvd & Blue Oaks Blvd			
In 145 0 695 0 1,215 294 In 562 1,542 0 0 0 0 In 562 1,542 0 0 0 0		In 253 0 853 0 1,411 554 In 1,148 1,656 0 0 0 0 In 1,148 1,656 0 0 0 0		In 253 0 868 0 1,404 554 In 1,148 1,664 0 0 0 0 In 1,148 1,664 0 0 0 0		In 252 0 860 0 1,406 554 In 1,148 1,644 0 0 0 0 In 1,148 1,644 0 0 0 0		In 250 0 862 0 1,407 554 In 1,148 1,646 0 0 0 0 In 1,148 1,646 0 0 0 0							
N/S E/W	Permitted Permitted	LOS: C V/C: 0.70	N/S E/W	Permitted Permitted	LOS: C V/C: 0.78	N/S E/W	Permitted Permitted	LOS: C V/C: 0.79	N/S E/W	Permitted Permitted	LOS: C V/C: 0.78	N/S E/W	Permitted Permitted	LOS: C V/C: 0.78	
148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd				148 I-80 WB Off & Douglas Blvd			
Ig 0 0 0 0 974 358 Ig 485 540 0 0 0 Ig 485 540 0 0 0		Ig 0 0 0 0 1,131 542 Ig 925 608 0 0 0 Ig 925 608 0 0 0		Ig 0 0 0 0 1,124 546 Ig 934 601 0 0 0 Ig 934 601 0 0 0		Ig 0 0 0 0 1,136 538 Ig 917 604 0 0 0 Ig 917 604 0 0 0		Ig 0 0 0 0 1,137 545 Ig 917 604 0 0 0 Ig 917 604 0 0 0							
N/S E/W	Permitted Protected	LOS: A V/C: 0.42	N/S E/W	Permitted Protected	LOS: A V/C: 0.56	N/S E/W	Permitted Protected	LOS: A V/C: 0.56	N/S E/W	Permitted Protected	LOS: A V/C: 0.56	N/S E/W	Permitted Protected	LOS: A V/C: 0.57	
149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St				149 I-80 WB On & Atlantic St			
In 0 0 0 0 1,258 265 In 126 1,737 0 494 0 458 In 126 1,737 0 494 0 458		In 0 0 0 0 2,396 601 In 388 2,137 0 587 0 616 In 388 2,137 0 587 0 616		In 0 0 0 0 2,402 596 In 394 2,140 0 589 0 617 In 394 2,140 0 589 0 617		In 0 0 0 0 2,400 603 In 380 2,139 0 585 0 612 In 380 2,139 0 585 0 612		In 0 0 0 0 2,400 603 In 379 2,137 0 585 0 611 In 379 2,137 0 585 0 611							
N/S E/W	Permitted Protected	LOS: A V/C: 0.54	N/S E/W	Permitted Protected	LOS: C V/C: 0.74	N/S E/W	Permitted Protected	LOS: C V/C: 0.74	N/S E/W	Permitted Protected	LOS: C V/C: 0.74	N/S E/W	Permitted Protected	LOS: C V/C: 0.74	
150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd				150 SR 65 N/B Off & Pleasant Grove Blvd			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
151 SR 65 S/B Off & Pleasant Grove Blvd	151 SR 65 S/B Off & Pleasant Grove Blvd	151 SR 65 S/B Off & Pleasant Grove Blvd	151 SR 65 S/B Off & Pleasant Grove Blvd	151 SR 65 S/B Off & Pleasant Grove Blvd
152 I-80 WB Off & Riverside Ave	152 I-80 WB Off & Riverside Ave	152 I-80 WB Off & Riverside Ave	152 I-80 WB Off & Riverside Ave	152 I-80 WB Off & Riverside Ave
153 Stanford Ranch & Sr-65 N/B On	153 Stanford Ranch & Sr-65 N/B On	153 Stanford Ranch & Sr-65 N/B On	153 Stanford Ranch & Sr-65 N/B On	153 Stanford Ranch & Sr-65 N/B On
154 Stanford Ranch/Galleria & Sr-65 S/B On	154 Stanford Ranch/Galleria & Sr-65 S/B On	154 Stanford Ranch/Galleria & Sr-65 S/B On	154 Stanford Ranch/Galleria & Sr-65 S/B On	154 Stanford Ranch/Galleria & Sr-65 S/B On
155 Taylor & Eureka I-80 EB Off	155 Taylor & Eureka I-80 EB Off	155 Taylor & Eureka I-80 EB Off	155 Taylor & Eureka I-80 EB Off	155 Taylor & Eureka I-80 EB Off
156 Fairway & Highland Park	156 Fairway & Highland Park	156 Fairway & Highland Park	156 Fairway & Highland Park	156 Fairway & Highland Park

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 0 983 85 41 0 18 0 418 138 0 1,614 61 lg In 0 983 85 41 0 18 0 418 138 0 1,614 61 lg N/S Protected LOS: C V/C: 0.77	In 0 1,514 86 485 0 82 0 370 193 0 1,452 91 lg In 0 1,514 86 485 0 82 0 370 193 0 1,452 91 lg N/S Protected LOS: D V/C: 0.89	In 0 1,508 91 481 0 84 0 372 193 0 1,451 91 lg In 0 1,508 91 481 0 84 0 372 193 0 1,451 91 lg N/S Protected LOS: D V/C: 0.90	In 0 1,520 87 484 0 84 0 368 192 0 1,444 91 lg In 0 1,520 87 484 0 84 0 368 192 0 1,444 91 lg N/S Protected LOS: D V/C: 0.89	In 0 1,521 85 488 0 80 0 370 192 0 1,447 89 lg In 0 1,521 85 488 0 80 0 370 192 0 1,447 89 lg N/S Protected LOS: D V/C: 0.89
157 I-80 EB Off/Orlando & Riverside Ave		157 I-80 EB Off/Orlando & Riverside Ave	157 I-80 EB Off/Orlando & Riverside Ave	157 I-80 EB Off/Orlando & Riverside Ave
In 0 0 0 537 0 249 0 126 16 0 30 0 213 Ov In 0 0 0 537 0 249 0 126 16 0 30 0 213 Ov N/S Permitted LOS: A V/C: 0.23	In 0 0 0 178 0 276 0 575 72 0 19 0 271 Ov In 0 0 0 178 0 276 0 575 72 0 19 0 271 Ov N/S Permitted LOS: A V/C: 0.41	In 0 0 0 177 0 275 0 582 66 0 19 0 271 Ov In 0 0 0 177 0 275 0 582 66 0 19 0 271 Ov N/S Permitted LOS: A V/C: 0.41	In 0 0 0 178 0 276 0 575 72 0 19 0 273 Ov In 0 0 0 178 0 276 0 575 72 0 19 0 273 Ov N/S Permitted LOS: A V/C: 0.41	In 0 0 0 177 0 275 0 570 74 0 19 0 270 Ov In 0 0 0 177 0 275 0 570 74 0 19 0 270 Ov N/S Permitted LOS: A V/C: 0.41
158 Roseville Rkwy & Old Auburn		158 Roseville Rkwy & Old Auburn	158 Roseville Rkwy & Old Auburn	158 Roseville Rkwy & Old Auburn
In 34 695 0 0 0 0 19 0 100 446 1,362 0 In In 34 695 0 0 0 0 19 0 100 446 1,362 0 In N/S Protected LOS: B V/C: 0.60	In 56 1,100 0 0 0 0 64 0 355 129 491 0 In In 56 1,100 0 0 0 0 64 0 355 129 491 0 In N/S Protected LOS: B V/C: 0.69	In 57 1,107 0 0 0 0 64 0 348 128 484 0 In In 57 1,107 0 0 0 0 64 0 348 128 484 0 In N/S Protected LOS: B V/C: 0.69	In 56 1,098 0 0 0 0 64 0 351 131 498 0 In In 56 1,098 0 0 0 0 64 0 351 131 498 0 In N/S Protected LOS: B V/C: 0.69	In 56 1,098 0 0 0 0 64 0 355 131 497 0 In In 56 1,098 0 0 0 0 64 0 355 131 497 0 In N/S Protected LOS: B V/C: 0.69
159 Washington Blvd & Industrial		159 Washington Blvd & Industrial	159 Washington Blvd & Industrial	159 Washington Blvd & Industrial
Ov 51 359 246 56 6 0 41 3 23 437 1,498 0 In Ov 51 359 246 56 6 0 41 3 23 437 1,498 0 In N/S Protected LOS: C V/C: 0.73	Ov 73 1,453 250 100 4 0 65 9 512 47 642 0 In Ov 73 1,453 250 100 4 0 65 9 512 47 642 0 In N/S Protected LOS: B V/C: 0.69	Ov 73 1,456 251 100 4 0 65 9 512 47 642 0 In Ov 73 1,456 251 100 4 0 65 9 512 47 642 0 In N/S Protected LOS: B V/C: 0.69	Ov 73 1,448 251 99 4 0 65 9 511 47 641 0 In Ov 73 1,448 251 99 4 0 65 9 511 47 641 0 In N/S Protected LOS: B V/C: 0.69	Ov 73 1,445 252 100 4 0 64 9 512 47 641 0 In Ov 73 1,445 252 100 4 0 64 9 512 47 641 0 In N/S Protected LOS: B V/C: 0.69
160 Foothills Blvd & HP Far South/ NEC		160 Foothills Blvd & HP Far South/ NEC	160 Foothills Blvd & HP Far South/ NEC	160 Foothills Blvd & HP Far South/ NEC
In 0 0 0 937 180 0 3,262 0 0 0 0 59 In In 0 0 0 937 180 0 3,262 0 0 0 59 In N/S Protected LOS: C V/C: 0.70	In 0 0 0 3,587 74 0 1,691 0 0 0 168 In In 0 0 0 3,587 74 0 1,691 0 0 0 168 In N/S Protected LOS: C V/C: 0.71	In 0 0 0 3,602 74 0 1,691 0 0 0 167 In In 0 0 0 3,602 74 0 1,691 0 0 0 167 In N/S Protected LOS: C V/C: 0.71	In 0 0 0 3,568 74 0 1,687 0 0 0 169 In In 0 0 0 3,568 74 0 1,687 0 0 0 169 In N/S Protected LOS: C V/C: 0.71	In 0 0 0 3,550 74 0 1,679 0 0 0 169 In In 0 0 0 3,550 74 0 1,679 0 0 0 169 In N/S Protected LOS: C V/C: 0.70
161 Blue Oaks Blvd & Wood Meadow		161 Blue Oaks Blvd & Wood Meadow	161 Blue Oaks Blvd & Wood Meadow	161 Blue Oaks Blvd & Wood Meadow
In 0 256 405 11 0 345 0 0 0 0 282 885 lg In 0 256 405 11 0 345 0 0 0 282 885 lg N/S Protected LOS: A V/C: 0.48	In 0 326 135 452 0 1,087 0 0 0 252 602 lg In 0 326 135 452 0 1,087 0 0 0 252 602 lg N/S Protected LOS: B V/C: 0.69	In 0 327 135 445 0 1,096 0 0 0 254 604 lg In 0 327 135 445 0 1,096 0 0 0 254 604 lg N/S Protected LOS: B V/C: 0.69	In 0 326 131 456 0 1,082 0 0 0 252 606 lg In 0 326 131 456 0 1,082 0 0 0 252 606 lg N/S Protected LOS: B V/C: 0.68	In 0 326 130 456 0 1,082 0 0 0 249 607 lg In 0 326 130 456 0 1,082 0 0 0 249 607 lg N/S Protected LOS: B V/C: 0.68
162 Gibson Rd & New Convention Center Rd		162 Gibson Rd & New Convention Center Rd	162 Gibson Rd & New Convention Center Rd	162 Gibson Rd & New Convention Center Rd

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

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Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 6 119 271 13 253 41 58 95 18 In LOS: A V/C: 0.45	In 13 132 4 8 16 128 322 337 16 84 163 54 In LOS: A V/C: 0.44	In 13 132 4 8 16 125 325 343 16 86 165 53 In LOS: A V/C: 0.44	In 13 132 4 8 16 124 305 345 18 76 153 54 In LOS: A V/C: 0.43	In 13 132 4 8 16 122 302 352 19 80 166 54 In LOS: A V/C: 0.44
169 Woodcreek Oaks Blvd & Parkside Wy		169 Woodcreek Oaks Blvd & Parkside Wy	169 Woodcreek Oaks Blvd & Parkside Wy	169 Woodcreek Oaks Blvd & Parkside Wy
In 0 373 87 0 0 0 495 0 27 0 785 17 In LOS: E V/C: 0.91	In 0 901 384 0 0 0 312 0 139 0 448 31 In LOS: C V/C: 0.81	In 0 901 386 0 0 0 310 0 140 0 450 31 In LOS: C V/C: 0.81	In 0 905 379 0 0 0 310 0 139 0 447 31 In LOS: C V/C: 0.81	In 0 903 383 0 0 0 310 0 139 0 448 31 In LOS: C V/C: 0.81
170 Industrial Ave & Alantown Dr		170 Industrial Ave & Alantown Dr	170 Industrial Ave & Alantown Dr	170 Industrial Ave & Alantown Dr
In 218 0 85 811 1,796 0 52 1,894 0 0 0 0 In LOS: F V/C: 1.02	In 913 0 76 474 2,207 0 97 2,146 0 0 0 0 In LOS: D V/C: 0.84	In 906 0 75 471 2,207 0 97 2,168 0 0 0 0 In LOS: D V/C: 0.85	In 915 0 76 470 2,204 0 97 2,146 0 0 0 0 In LOS: D V/C: 0.84	In 916 0 76 472 2,198 0 97 2,141 0 0 0 0 In LOS: D V/C: 0.84
171 Roseville Pkwy & Gibson West		171 Roseville Pkwy & Gibson West	171 Roseville Pkwy & Gibson West	171 Roseville Pkwy & Gibson West
In 58 1,078 21 99 4 26 26 1 0 51 966 0 In LOS: A V/C: 0.50	In 106 1,136 35 58 1 51 29 3 0 59 1,415 0 In LOS: A V/C: 0.55	In 107 1,131 35 58 1 51 29 4 0 62 1,411 0 In LOS: A V/C: 0.55	In 105 1,138 35 58 1 51 29 3 0 61 1,401 0 In LOS: A V/C: 0.55	In 105 1,137 35 58 1 51 29 3 0 60 1,400 0 In LOS: A V/C: 0.55
172 Washington Blvd & All America		172 Washington Blvd & All America	172 Washington Blvd & All America	172 Washington Blvd & All America
In 0 6 44 0 785 117 28 488 165 85 5 117 In LOS: A V/C: 0.54	In 0 45 67 0 944 16 67 1,048 18 25 1 30 In LOS: A V/C: 0.44	In 0 45 63 0 948 15 63 1,060 18 25 1 30 In LOS: A V/C: 0.44	In 0 45 64 0 943 15 64 1,048 18 25 1 30 In LOS: A V/C: 0.44	In 0 45 64 0 944 15 64 1,050 18 25 1 30 In LOS: A V/C: 0.44
173 Cirby & Cottonwood		173 Cirby & Cottonwood	173 Cirby & Cottonwood	173 Cirby & Cottonwood
In 0 0 0 0 199 12 0 320 55 6 55 55 In LOS: A V/C: 0.14	In 0 0 0 0 412 2 0 253 51 6 52 52 In LOS: A V/C: 0.21	In 0 0 0 0 415 2 0 254 51 6 52 52 In LOS: A V/C: 0.21	In 0 0 0 0 417 2 0 252 51 6 52 52 In LOS: A V/C: 0.21	In 0 0 0 0 420 2 0 252 51 6 53 53 In LOS: A V/C: 0.21
174 Secret Ravine & Alexandra		174 Secret Ravine & Alexandra	174 Secret Ravine & Alexandra	174 Secret Ravine & Alexandra

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 14 1,002 0 0 0 0 55 0 389 121 869 0 In	In 49 1,099 0 0 0 0 24 0 117 439 993 0 In	In 50 1,100 0 0 0 0 24 0 117 436 993 0 In	In 49 1,082 0 0 0 0 24 0 117 434 1,004 0 In	In 49 1,083 0 0 0 0 23 0 117 436 1,000 0 In
N/S Protected LOS: B E/W Protected V/C: 0.67	N/S Protected LOS: C E/W Protected V/C: 0.74	N/S Protected LOS: C E/W Protected V/C: 0.74	N/S Protected LOS: C E/W Protected V/C: 0.73	N/S Protected LOS: C E/W Protected V/C: 0.73
175 Fiddymt Rd & Fiddymt Ranch EW Rd		175 Fiddymt Rd & Fiddymt Ranch EW Rd		175 Fiddymt Rd & Fiddymt Ranch EW Rd
In 0 0 0 161 1,815 0 166 2,603 0 0 0 0 In	In 0 0 0 180 2,802 0 235 2,351 0 0 0 0 In	In 0 0 0 179 2,812 0 234 2,355 0 0 0 0 In	In 0 0 0 181 2,799 0 234 2,350 0 0 0 0 In	In 0 0 0 182 2,800 0 234 2,354 0 0 0 0 In
N/S Protected LOS: A E/W Protected V/C: 0.48	N/S Protected LOS: C E/W Protected V/C: 0.73	N/S Protected LOS: C E/W Protected V/C: 0.73	N/S Protected LOS: C E/W Protected V/C: 0.73	N/S Protected LOS: C E/W Protected V/C: 0.73
176 Douglas Bl & I-80 EB On		176 Douglas Bl & I-80 EB On		176 Douglas Bl & I-80 EB On

Sierra Vista Peak Hour Intersection Analysis: Sierra Vista Signalized Intersections

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Sierra Vista Peak Hour Intersection Analysis: Sierra Vista Signalized Intersections

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour					
345 481 167 433 1,335 12 103 980 277 31 543 562 LOS: C V/C: 0.75 622 707 117 541 1,522 37 180 1,391 618 15 534 444 LOS: C V/C: 0.81		585 660 124 485 1,471 34 185 1,349 633 19 497 458 LOS: C V/C: 0.80 631 642 113 461 1,468 34 152 1,372 675 17 482 461 LOS: D V/C: 0.85		623 690 106 475 1,491 36 157 1,373 673 14 493 461 LOS: D V/C: 0.85											
183 West Side Dr & Baseline Rd				183 West Side Dr & Baseline Rd				183 West Side Dr & Baseline Rd				183 West Side Dr & Baseline Rd			
50 90 4 44 533 69 2 190 20 86 22 35 LOS: A V/C: 0.32 49 43 3 72 260 43 5 733 44 59 59 13 LOS: A V/C: 0.38		499 24 0 399 0 38 0 0 0 27 18 0 LOS: B V/C: 0.62 486 22 0 379 0 32 0 0 0 21 16 0 LOS: A V/C: 0.59		475 38 0 384 0 33 0 0 0 22 19 0 LOS: A V/C: 0.59											
184 Market St & Road B				184 Market St & Road B				184 Market St & Road B				184 Market St & Road B			
42 103 185 7 2,001 55 68 1,307 4 117 55 14 LOS: B V/C: 0.63 23 63 111 23 1,980 81 204 2,020 63 66 87 11 LOS: B V/C: 0.64		53 45 2 90 239 24 2 642 23 64 61 3 LOS: A V/C: 0.36 44 38 1 67 222 17 2 645 16 47 45 1 LOS: A V/C: 0.33		18 36 3 37 219 28 4 691 43 41 42 13 LOS: A V/C: 0.32											
185 Market St & Baseline Rd				185 Market St & Baseline Rd				185 Market St & Baseline Rd				185 Market St & Baseline Rd			
0 0 0 0 1,007 51 0 446 30 48 0 121 LOS: A V/C: 0.44 0 0 0 0 678 64 0 1,084 180 89 0 39 LOS: A V/C: 0.42		22 52 83 29 1,942 82 146 2,015 39 66 79 11 LOS: B V/C: 0.60 23 45 93 24 1,936 82 130 1,993 57 64 64 11 LOS: A V/C: 0.59		21 42 97 17 1,963 79 157 2,035 72 65 60 11 LOS: B V/C: 0.61											
186 Pleasant Grove Blvd & Upland Dr				186 Pleasant Grove Blvd & Upland Dr				186 Pleasant Grove Blvd & Upland Dr				186 Pleasant Grove Blvd & Upland Dr			
10 58 18 45 634 97 4 194 91 21 34 31 LOS: A V/C: 0.34 50 54 5 46 261 57 1 781 73 64 95 93 LOS: A V/C: 0.38		0 0 0 0 688 64 0 1,106 164 73 0 44 LOS: A V/C: 0.42 0 0 0 675 58 70 0 1,083 128 0 0 33 LOS: A V/C: 0.41		0 0 0 0 672 63 0 1,069 147 86 0 38 LOS: A V/C: 0.41											
187 Upland Dr & Road B				187 Upland Dr & Road B				187 Upland Dr & Road B				187 Upland Dr & Road B			
43 0 111 83 2,002 0 39 1,198 0 0 0 0 LOS: A V/C: 0.52 11 0 52 93 1,645 0 60 2,172 0 0 0 0 LOS: A V/C: 0.58		46 47 6 56 259 55 1 724 60 68 73 71 LOS: A V/C: 0.37 55 48 5 48 231 47 1 684 52 50 72 73 LOS: A V/C: 0.34		46 55 5 39 203 38 1 731 65 40 95 94 LOS: A V/C: 0.35											
188 Upland Dr & Baseline Rd				188 Upland Dr & Baseline Rd				188 Upland Dr & Baseline Rd				188 Upland Dr & Baseline Rd			

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
In 18 16 109 20 1,213 31 8 1,536 57 In Protected LOS: A V/C: 0.45 Protected LOS: A V/C: 0.55	In 7 11 135 44 1,761 75 17 1,707 74 In Protected LOS: A V/C: 0.55 Protected LOS: A V/C: 0.57	In 14 0 73 84 2,134 0 75 1,607 0 In Protected LOS: A V/C: 0.57 Protected LOS: A V/C: 0.55	In 12 0 52 68 2,101 0 66 1,606 0 In Protected LOS: A V/C: 0.55 Protected LOS: A V/C: 0.56	In 7 0 41 59 2,141 0 87 1,611 0 In Protected LOS: A V/C: 0.56 Protected LOS: A V/C: 0.56
189 Baseline Rd & CMU3 Entrance		189 Entrance	189 Entrance	189 Entrance
In 120 794 4 14 18 143 45 6 56 In Protected LOS: A V/C: 0.35 Protected LOS: A V/C: 0.50	In 98 1,372 6 7 15 55 173 30 19 In Protected LOS: A V/C: 0.50 Protected LOS: A V/C: 0.37	In 0 0 0 0 1,766 0 0 1,718 86 In Protected LOS: A V/C: 0.37 Protected LOS: A V/C: 0.44	In 4 7 12 30 1,779 0 12 1,658 84 In Protected LOS: A V/C: 0.44 Protected LOS: A V/C: 0.42	In 1 1 14 0 1,785 8 0 1,692 89 In Protected LOS: A V/C: 0.42 Protected LOS: A V/C: 0.48
190 West Side Dr & SV EW Coll		190 Coll	190 Coll	190 Coll
In 1 0 0 0 270 3 3 498 0 In Protected LOS: A V/C: 0.19 Protected LOS: A V/C: 0.23	In 0 2 0 0 640 27 2 341 0 In Protected LOS: A V/C: 0.23 Protected LOS: A V/C: 0.48	In 78 1,310 1 5 9 36 147 20 24 In Protected LOS: A V/C: 0.48 Protected LOS: A V/C: 0.46	In 76 1,331 0 6 9 37 142 20 17 In Protected LOS: A V/C: 0.46 Protected LOS: A V/C: 0.48	In 96 1,366 7 7 12 40 167 25 13 In Protected LOS: A V/C: 0.48 Protected LOS: A V/C: 0.48
191 Road B & SV NS Coll 3		191 Road B & SV NS Coll 3	191 Road B & SV NS Coll 3	191 Road B & SV NS Coll 3
In 12 2 0 0 209 16 16 679 7 In Protected LOS: A V/C: 0.31 Protected LOS: A V/C: 0.31	In 5 1 0 0 827 68 2 324 16 In Protected LOS: A V/C: 0.31 Protected LOS: A V/C: 0.22	In 1 2 0 0 600 23 2 346 0 In Protected LOS: A V/C: 0.22 Protected LOS: A V/C: 0.21	In 1 2 0 0 597 26 3 295 0 In Protected LOS: A V/C: 0.21 Protected LOS: A V/C: 0.28	In 1 2 0 0 612 22 2 267 0 In Protected LOS: A V/C: 0.22 Protected LOS: A V/C: 0.28
192 Road B & SV NS Coll 5		192 Road B & SV NS Coll 5	192 Road B & SV NS Coll 5	192 Road B & SV NS Coll 5
In 0 1,125 4 4 0 30 0 0 0 In Protected LOS: A V/C: 0.27 Protected LOS: A V/C: 0.30	In 0 678 5 5 0 23 0 0 0 In Protected LOS: A V/C: 0.30 Protected LOS: A V/C: 0.30	In 5 1 0 0 752 86 2 310 16 In Protected LOS: A V/C: 0.30 Protected LOS: A V/C: 0.29	In 5 1 0 0 724 65 2 277 9 In Protected LOS: A V/C: 0.29 Protected LOS: A V/C: 0.28	In 5 0 0 0 752 65 2 247 15 In Protected LOS: A V/C: 0.28 Protected LOS: A V/C: 0.28
193 Watt Ave & SV CC5 CC6		193 Watt Ave & SV CC5 CC6	193 Watt Ave & SV CC5 CC6	193 Watt Ave & SV CC5 CC6
In 14 1,119 49 14 4 113 52 10 103 In Protected LOS: A V/C: 0.43 Protected LOS: A V/C: 0.38	In 47 678 42 76 17 48 20 8 42 In Protected LOS: A V/C: 0.38 Protected LOS: A V/C: 0.30	In 0 662 4 4 0 20 0 0 0 In Protected LOS: A V/C: 0.30 Protected LOS: A V/C: 0.27	In 0 641 3 3 0 14 0 0 0 In Protected LOS: A V/C: 0.27 Protected LOS: A V/C: 0.28	In 0 669 4 3 0 17 0 0 0 In Protected LOS: A V/C: 0.28 Protected LOS: A V/C: 0.28
194 Watt Ave & SV EW Coll		194 Watt Ave & SV EW Coll	194 Watt Ave & SV EW Coll	194 Watt Ave & SV EW Coll

Sierra Vista Peak Hour Intersection Analysis: Sierra Vista Signalized Intersections

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour							
In 9 94 0 0 182 3 0 5 0 0 In LOS: A V/C: 0.10		In 51 203 1 3 90 5 3 1 3 In LOS: A V/C: 0.08		In 62 26 58 180 1,207 130 12 73 38 In LOS: A V/C: 0.39		In 60 19 42 118 1,125 89 8 48 24 In LOS: A V/C: 0.34		In 76 19 31 115 1,149 66 9 48 23 In LOS: A V/C: 0.36							
195 Road B & SV NS Coll 2				195 Road B & SV NS Coll 2				195 Road B & SV NS Coll 2				195 Road B & SV NS Coll 2			
In 0 679 2 0 0 0 0 826 32 In LOS: A V/C: 0.23		In 9 0 44 884 74 0 0 1,068 0 In LOS: A V/C: 0.27		In 56 209 1 4 98 6 2 2 10 In LOS: A V/C: 0.08		In 35 163 1 3 76 5 3 1 10 In LOS: A V/C: 0.06		In 30 156 2 0 79 3 2 0 6 In LOS: A V/C: 0.06							
196 West Side Dr & SV EW Coll				196 West Side Dr & SV EW Coll				196 West Side Dr & SV EW Coll				196 West Side Dr & SV EW Coll			
In 101 1,009 0 265 1,725 0 0 51 0 In LOS: A V/C: 0.44		In 93 2,009 0 221 1,590 0 0 135 0 In LOS: B V/C: 0.68		In 9 0 41 862 62 0 0 1,049 0 In LOS: A V/C: 0.26		In 11 0 32 845 63 0 0 1,010 0 In LOS: A V/C: 0.25		In 4 0 40 848 73 0 0 1,014 0 In LOS: A V/C: 0.25							
197 Baseline Rd & SV CC2				197 Baseline Rd & SV CC2				197 Baseline Rd & SV CC2				197 Baseline Rd & SV CC2			
In 141 1,079 0 0 2,060 0 0 0 34 In LOS: A V/C: 0.48		In 88 2,097 0 0 1,708 0 0 0 167 In LOS: A V/C: 0.58		In 73 1,955 0 0 1,498 0 0 0 328 In LOS: B V/C: 0.62		In 73 2,022 0 0 1,469 0 0 0 342 In LOS: B V/C: 0.65		In 96 1,989 0 0 1,489 0 0 0 403 In LOS: B V/C: 0.68							
198 Baseline Rd & SV CCBP2				198 Baseline Rd & SV CCBP2				198 Baseline Rd & SV CCBP2				198 Baseline Rd & SV CCBP2			
In 165 1,076 0 167 2,030 0 0 55 0 In LOS: A V/C: 0.49		In 122 2,061 0 153 1,573 0 0 165 0 In LOS: C V/C: 0.76		In 95 2,083 0 0 1,677 0 0 0 160 In LOS: A V/C: 0.57		In 98 2,058 0 0 1,666 0 0 0 216 In LOS: B V/C: 0.60		In 87 2,108 0 0 1,683 0 0 0 170 In LOS: A V/C: 0.58							
199 Baseline Rd & SV CC4				199 Baseline Rd & SV CC4				199 Baseline Rd & SV CC4				199 Baseline Rd & SV CC4			

Sierra Vista Peak Hour Intersection Analysis: Roseville Intersections in Pedestrian Overlay Zone

2025 CIP Plus Project						2025 CIP Plus Alternative 1						2025 CIP Plus Alternative 2						2025 CIP Plus Alternative 3					
AM Peak Hour			PM Peak Hour			PM Peak Hour			PM Peak Hour			PM Peak Hour											
Ov 7 142 19 20 29 124 4 1 2 74 18 35 863 265 Ov 2 35 863 265 Ov 20 29 124			Ov 1 897 5 24 37 235 4 1 30 14 69 35 575 206 Ov 30 14 69 35 575 206 Ov 24 37 235			Ov 1 896 5 24 37 234 4 1 30 14 69 35 576 205 Ov 30 14 69 35 576 205 Ov 24 37 234			Ov 1 897 5 24 37 234 4 1 30 14 69 35 576 205 Ov 30 14 69 35 576 205 Ov 24 37 234			Ov 1 898 5 24 37 235 4 1 30 14 69 35 577 207 Ov 30 14 69 35 577 207 Ov 24 37 235											
N/S	Protected	LOS: C	N/S	Protected	LOS: B	N/S	Protected	LOS: B	N/S	Protected	LOS: B	N/S	Protected	LOS: B									
E/W	Split Phase	V/C: 0.78	E/W	Split Phase	V/C: 0.63	E/W	Split Phase	V/C: 0.63	E/W	Split Phase	V/C: 0.63	E/W	Split Phase	V/C: 0.64									
P1 Riverside Av & Darling Wy						1001 Riverside Av & Darling Wy						1001 Riverside Av & Darling Wy						1001 Riverside Av & Darling Wy					
Ov 137 111 1 2 88 74 389 359 2 1 353 327 Ov 2 1 353 327 Ov 2 88 74			Ov 390 373 0 6 353 366 232 245 2 0 277 252 Ov 0 2 277 252 Ov 6 353 366			Ov 390 374 0 6 356 363 229 245 2 0 268 260 Ov 0 2 268 260 Ov 6 356 363			Ov 384 369 0 6 354 371 223 246 2 0 281 248 Ov 0 2 281 248 Ov 6 354 371			Ov 382 374 0 6 355 365 223 245 2 0 280 250 Ov 0 2 280 250 Ov 6 355 365											
N/S	Permitted	LOS: A	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B	N/S	Permitted	LOS: B									
E/W	Split Phase	V/C: 0.54	E/W	Split Phase	V/C: 0.66	E/W	Split Phase	V/C: 0.66	E/W	Split Phase	V/C: 0.66	E/W	Split Phase	V/C: 0.66									
P2 Vernon & Douglas/Riverside						1002 Douglas/Riverside						1002 Douglas/Riverside						1002 Douglas/Riverside					
Ov 9 19 3 2 217 10 7 464 191 180 30 37 Ov 3 180 30 37 Ov 2 217 10			Ov 24 54 12 38 515 57 23 528 126 181 59 107 Ov 12 515 57 Ov 38 515 57			Ov 24 54 12 38 516 60 23 533 114 178 59 105 Ov 12 516 60 Ov 38 516 60			Ov 24 54 12 38 511 55 23 516 131 174 59 109 Ov 12 511 55 Ov 38 511 55			Ov 24 54 12 38 508 57 23 514 130 178 59 111 Ov 12 508 57 Ov 38 508 57											
N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A									
E/W	Permitted	V/C: 0.43	E/W	Permitted	V/C: 0.55	E/W	Permitted	V/C: 0.55	E/W	Permitted	V/C: 0.54	E/W	Permitted	V/C: 0.54									
P3 Vernon & Grant						1003 Vernon & Grant						1003 Vernon & Grant						1003 Vernon & Grant					
Ov 25 25 38 112 233 27 98 584 9 4 40 44 Ov 38 112 233 27 Ov 112 233 27			Ov 94 87 113 54 629 48 52 516 14 11 52 44 Ov 113 629 48 Ov 54 629 48			Ov 97 84 114 54 628 47 52 506 14 11 52 47 Ov 114 628 47 Ov 54 628 47			Ov 96 85 112 53 618 50 52 511 14 11 53 42 Ov 112 618 50 Ov 53 618 50			Ov 96 85 113 53 621 48 52 510 14 11 53 40 Ov 113 621 48 Ov 53 621 48											
N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A									
E/W	Permitted	V/C: 0.46	E/W	Permitted	V/C: 0.59	E/W	Permitted	V/C: 0.59	E/W	Permitted	V/C: 0.58	E/W	Permitted	V/C: 0.58									
P4 Vernon & Judah						1004 Vernon & Judah						1004 Vernon & Judah						1004 Vernon & Judah					
Ov 9 25 16 28 223 209 18 504 14 11 45 447 Ov 16 223 209 Ov 28 223 209			Ov 42 98 55 12 500 584 24 549 45 81 21 319 Ov 55 500 584 Ov 12 500 584			Ov 40 100 55 12 504 586 24 551 45 82 22 323 Ov 55 504 586 Ov 12 504 586			Ov 40 99 57 13 495 579 22 539 45 81 24 326 Ov 57 495 579 Ov 13 495 579			Ov 40 99 55 12 496 574 24 538 45 80 23 323 Ov 55 496 574 Ov 12 496 574											
N/S	Permitted	LOS: A	N/S	Permitted	LOS: E	N/S	Permitted	LOS: E	N/S	Permitted	LOS: E	N/S	Permitted	LOS: E									
E/W	Split Phase	V/C: 0.56	E/W	Split Phase	V/C: 0.97	E/W	Split Phase	V/C: 0.97	E/W	Split Phase	V/C: 0.96	E/W	Split Phase	V/C: 0.95									
P5 Vernon & Lincoln						1005 Vernon & Lincoln						1005 Vernon & Lincoln						1005 Vernon & Lincoln					
Ov 20 857 132 41 166 81 83 171 343 263 854 29 Ov 132 166 81 Ov 41 166 81			Ov 56 1,126 61 71 112 183 63 217 259 518 1,191 34 Ov 61 112 183 Ov 71 112 183			Ov 56 1,117 63 64 118 188 64 214 255 520 1,195 33 Ov 63 118 188 Ov 64 118 188			Ov 56 1,125 64 63 117 185 63 215 250 508 1,186 33 Ov 64 117 185 Ov 63 117 185			Ov 56 1,126 62 62 121 183 64 215 252 505 1,184 34 Ov 62 121 183 Ov 62 121 183											
N/S	Protected	LOS: A	N/S	Protected	LOS: D	N/S	Protected	LOS: D	N/S	Protected	LOS: D	N/S	Protected	LOS: D									
E/W	Protected	V/C: 0.56	E/W	Protected	V/C: 0.84	E/W	Protected	V/C: 0.84	E/W	Protected	V/C: 0.84	E/W	Protected	V/C: 0.84									
P6 Washington & Main						1006 Washington & Main						1006 Washington & Main						1006 Washington & Main					

Sierra Vista Peak Hour Intersection Analysis:
Roseville Intersections in Pedestrian Overlay Zone

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3							
AM Peak Hour				PM Peak Hour				PM Peak Hour				PM Peak Hour							
Ov 544 20 778 505 30 1 635 34 7 0 7 1 Ov N/S Split Phase LOS: A E/W Split Phase V/C: 0.53				Ov 794 9 903 1,192 46 1 639 107 2 1 34 10 Ov N/S Split Phase LOS: B E/W Split Phase V/C: 0.69				Ov 793 9 897 1,185 44 1 652 107 2 1 34 10 Ov N/S Split Phase LOS: C E/W Split Phase V/C: 0.70				Ov 792 9 907 1,186 45 1 629 108 2 1 34 10 Ov N/S Split Phase LOS: B E/W Split Phase V/C: 0.69				Ov 794 9 904 1,180 46 1 631 108 2 1 34 10 Ov N/S Split Phase LOS: B E/W Split Phase V/C: 0.69			
P7 Washington & Oak				1007 Washington & Oak				1007 Washington & Oak				1007 Washington & Oak							

Sierra Vista Peak Hour Intersection Analysis:
Placer County Intersections

2025 CIP Plus Project		2025 CIP Plus Alternative 1	2025 CIP Plus Alternative 2	2025 CIP Plus Alternative 3
AM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour	PM Peak Hour
180 (See Roseville Section)		180	180	180
N/S Permitted LOS: A E/W Protected V/C: 0.27		N/S Permitted LOS: A E/W Protected V/C: 0.49	N/S Permitted LOS: A E/W Protected V/C: 0.48	N/S Permitted LOS: A E/W Protected V/C: 0.48
301 Locust & Baseline		301 Locust & Baseline	301 Locust & Baseline	301 Locust & Baseline
N/S Protected LOS: A E/W Permitted V/C: 0.55		N/S Protected LOS: A E/W Permitted V/C: 0.54	N/S Protected LOS: A E/W Permitted V/C: 0.53	N/S Protected LOS: A E/W Permitted V/C: 0.53
305 Watt Ave & PFE Rd		305 Watt Ave & PFE Rd	305 Watt Ave & PFE Rd	305 Watt Ave & PFE Rd
N/S Protected LOS: E E/W Protected V/C: 0.94		N/S Protected LOS: D E/W Protected V/C: 0.88	N/S Protected LOS: D E/W Protected V/C: 0.86	N/S Protected LOS: D E/W Protected V/C: 0.87
306 Walerga Rd & PFE Rd		306 Walerga Rd & PFE Rd	306 Walerga Rd & PFE Rd	306 Walerga Rd & PFE Rd
183 (See Roseville Section)		183	183	183
185 (See Roseville Section)		185	185	185

Sierra Vista Peak Hour Intersection Analysis:
Sacramento County Intersections

2025 CIP Plus Project				2025 CIP Plus Alternative 1				2025 CIP Plus Alternative 2				2025 CIP Plus Alternative 3			
AM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour			
Ov 468 1,769 300 380 255 644 237 1,294 129 551 88 237 1,294 129 N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 423 1,333 406 326 235 757 284 1,865 446 399 171 284 1,865 446 N/S Protected LOS: E E/W Protected V/C: 0.97		Ov 413 1,309 392 328 235 758 289 1,857 454 394 176 289 1,857 454 N/S Protected LOS: E E/W Protected V/C: 0.96		Ov 418 1,316 400 338 234 758 293 1,818 465 398 174 293 1,818 465 N/S Protected LOS: E E/W Protected V/C: 0.95		Ov 424 1,320 400 338 234 750 299 1,830 453 394 174 299 1,830 453 N/S Protected LOS: E E/W Protected V/C: 0.95							
309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd				309 Watt Ave & Elverta Rd			
Ov 89 1,517 480 519 341 790 85 807 302 169 273 85 807 302 N/S Protected LOS: E E/W Protected V/C: 0.90		Ov 96 1,235 735 534 453 1,332 242 1,265 360 404 101 242 1,265 360 N/S Protected LOS: F E/W Protected V/C: 1.10		Ov 96 1,222 727 536 458 1,337 242 1,256 372 404 107 242 1,256 372 N/S Protected LOS: F E/W Protected V/C: 1.09		Ov 96 1,233 721 509 452 1,347 222 1,253 390 404 109 222 1,253 390 N/S Protected LOS: F E/W Protected V/C: 1.09		Ov 96 1,233 731 508 452 1,346 227 1,262 381 404 105 227 1,262 381 N/S Protected LOS: F E/W Protected V/C: 1.10							
310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd				310 Walerga Rd & Elverta Rd			
Ov 227 1,493 68 65 274 589 198 998 14 251 262 198 998 14 N/S Protected LOS: F E/W Protected V/C: 1.19		Ov 291 1,248 121 115 149 453 277 1,449 237 382 195 277 1,449 237 N/S Protected LOS: F E/W Protected V/C: 1.16		Ov 291 1,228 133 107 149 454 268 1,458 239 389 190 268 1,458 239 N/S Protected LOS: F E/W Protected V/C: 1.15		Ov 287 1,256 110 119 148 442 287 1,431 227 385 176 287 1,431 227 N/S Protected LOS: F E/W Protected V/C: 1.16		Ov 290 1,257 103 117 148 451 272 1,440 232 381 178 272 1,440 232 N/S Protected LOS: F E/W Protected V/C: 1.16							
311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd				311 Watt Ave & Antelope Rd			
Ov 348 1,063 95 13 145 303 232 745 75 187 120 232 745 75 N/S Protected LOS: B E/W Protected V/C: 0.62		Ov 244 948 261 109 240 477 315 1,291 87 507 246 315 1,291 87 N/S Protected LOS: D E/W Protected V/C: 0.85		Ov 241 950 257 109 238 478 311 1,285 96 515 258 311 1,285 96 N/S Protected LOS: D E/W Protected V/C: 0.85		Ov 242 960 251 112 237 477 310 1,277 94 509 251 310 1,277 94 N/S Protected LOS: D E/W Protected V/C: 0.84		Ov 242 953 252 111 237 477 317 1,281 89 507 244 317 1,281 89 N/S Protected LOS: D E/W Protected V/C: 0.84							
312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd				312 Walerga Rd & Antelope Rd			
Ov 356 1,051 179 195 232 703 169 843 93 212 321 169 843 93 N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 323 1,185 376 297 314 989 301 1,897 224 465 265 301 1,897 224 N/S Protected LOS: F E/W Protected V/C: 1.03		Ov 323 1,178 367 306 315 982 302 1,898 227 465 264 302 1,898 227 N/S Protected LOS: F E/W Protected V/C: 1.03		Ov 324 1,183 373 305 315 987 298 1,874 222 460 266 298 1,874 222 N/S Protected LOS: F E/W Protected V/C: 1.02		Ov 324 1,183 371 301 314 984 298 1,880 220 461 265 298 1,880 220 N/S Protected LOS: F E/W Protected V/C: 1.02							
313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn				313 Watt Ave & Elkhorn			
Ov 149 1,087 464 388 25 852 156 543 148 57 171 156 543 148 N/S Protected LOS: B E/W Protected V/C: 0.64		Ov 96 772 471 367 217 1,352 164 905 43 106 154 164 905 43 N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 99 763 490 348 221 1,356 159 925 41 104 152 159 925 41 N/S Protected LOS: D E/W Protected V/C: 0.88		Ov 100 763 490 350 220 1,360 167 904 41 110 153 167 904 41 N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 100 765 477 354 216 1,358 167 908 42 111 153 167 908 42 N/S Protected LOS: D E/W Protected V/C: 0.86							
314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn				314 Walerga Rd & Elkhorn			

SUPER-CUMULATIVE CONDITIONS

**PEAK HOUR INTRERSECTION
LEVELS OF SERVICE
TRAFFIC VOLUMES
GEOMETRICS**

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
SV25cumAM		Ov	sv25cumnoppAM		Ov	sv25cumnoppAM		Ov
Ov 13 1 68 34 993 9 18 11 3 30 In 888 7 In			Ov 13 1 68 1,001 9 9 18 11 3 29 In 905 7 In			Ov 13 1 68 996 8 8 18 10 3 30 In 932 7 In		
N/S Split Phase LOS: A E/W Protected V/C: 0.43			N/S Split Phase LOS: A E/W Protected V/C: 0.43			N/S Split Phase LOS: A E/W Protected V/C: 0.43		
1 Atlantic & Tiger/Center			1 Atlantic & Tiger/Center			1 Atlantic & Tiger/Center		
Ig 0 0 0 0 0 847 139 Ov		In	Ig 0 0 0 0 0 867 135 Ov		In	Ig 0 0 0 0 0 926 252 Ov		In
N/S Permitted LOS: C E/W Protected V/C: 0.72			N/S Permitted LOS: C E/W Protected V/C: 0.73			N/S Permitted LOS: C E/W Protected V/C: 0.76		
2 Atlantic & Wills			2 Atlantic & Wills			2 Atlantic & Wills		
Ov 52 0 298 273 743 0 91 773 0 0 In 0			Ov 52 0 313 277 747 0 93 790 0 0 In 0			Ov 52 0 338 280 741 0 89 770 0 0 In 0		
N/S Permitted LOS: A E/W Protected V/C: 0.51			N/S Permitted LOS: A E/W Protected V/C: 0.52			N/S Permitted LOS: A E/W Protected V/C: 0.53		
3 Atlantic St & Yosemite St			3 Atlantic St & Yosemite St			3 Atlantic St & Yosemite St		
Ig 547 764 480 343 870 252 450 1,404 94 Ov			Ig 590 790 428 309 906 253 524 1,485 84 Ov			Ig 524 842 318 249 1,108 283 195 1,829 90 Ov		
N/S Permitted LOS: D E/W Protected V/C: 0.84			N/S Permitted LOS: D E/W Protected V/C: 0.84			N/S Permitted LOS: E E/W Protected V/C: 0.97		
4 Baseline Rd & Fiddymnt Rd			4 Baseline Rd & Fiddymnt Rd			4 Baseline Rd & Fiddymnt Rd		
In 42 0 182 231 829 0 49 2,097 0 0 In 0			In 39 0 250 331 767 0 44 2,085 0 0 In 0			In 63 0 381 216 2,391 0 76 1,234 0 0 In 0		
N/S Permitted LOS: A E/W Protected V/C: 0.59			N/S Permitted LOS: B E/W Protected V/C: 0.63			N/S Permitted LOS: D E/W Protected V/C: 0.84		
5 Blue Oaks & Crocker Ranch			5 Blue Oaks & Crocker Ranch			5 Blue Oaks & Crocker Ranch		
Ig 0 0 0 0 834 43 0 2,040 20 Ov			Ig 0 0 0 0 768 42 0 1,917 24 Ov			Ig 0 0 0 0 878 39 0 2,211 16 Ov		
N/S Permitted LOS: A E/W Protected V/C: 0.53			N/S Permitted LOS: A E/W Protected V/C: 0.57			N/S Permitted LOS: C E/W Protected V/C: 0.75		
6 Blue Oaks & Del Webb			6 Blue Oaks & Del Webb			6 Blue Oaks & Del Webb		
Ov 18 4 64 169 995 13 20 1,014 16 1 22 In 43			Ov 18 4 64 1,023 13 13 20 1,095 16 1 23 In 42			Ov 18 4 64 1,012 15 15 20 1,103 16 1 22 In 40		
N/S Split Phase LOS: A E/W Protected V/C: 0.44			N/S Split Phase LOS: A E/W Protected V/C: 0.46			N/S Split Phase LOS: A E/W Protected V/C: 0.47		

N/S

Split Phase

LOS: A

E/W

Protected

V/C: 0.44

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
LOS: D V/C: 0.89	LOS: C V/C: 0.72	LOS: D V/C: 0.89	LOS: C V/C: 0.75	LOS: F V/C: 1.05	LOS: D V/C: 0.85
7 Blue Oaks & Fiddymont		7 Blue Oaks & Fiddymont		7 Blue Oaks & Fiddymont	
LOS: B V/C: 0.64	LOS: B V/C: 0.62	LOS: B V/C: 0.68	LOS: B V/C: 0.68	LOS: B V/C: 0.66	LOS: C V/C: 0.73
8 Blue Oaks & New Meadow		8 Blue Oaks & New Meadow		8 Blue Oaks & New Meadow	
LOS: A V/C: 0.52	LOS: A V/C: 0.54	LOS: A V/C: 0.49	LOS: A V/C: 0.51	LOS: A V/C: 0.55	LOS: A V/C: 0.57
9 Blue Oaks & Orchard View		9 Blue Oaks & Orchard View		9 Blue Oaks & Orchard View	
LOS: D V/C: 0.88	LOS: D V/C: 0.90	LOS: E V/C: 0.93	LOS: D V/C: 0.90	LOS: E V/C: 0.94	LOS: D V/C: 0.86
10 Blue Oaks Bl & Diamond Creek Bl		10 Blue Oaks Bl & Diamond Creek Bl		10 Blue Oaks Bl & Diamond Creek Bl	
LOS: C V/C: 0.72	LOS: C V/C: 0.71	LOS: C V/C: 0.76	LOS: C V/C: 0.76	LOS: C V/C: 0.77	LOS: D V/C: 0.82
11 Blue Oaks Bl & Foothills Bl		11 Blue Oaks Bl & Foothills Bl		11 Blue Oaks Bl & Foothills Bl	
12 Blue Oaks Bl & Woodcreek Oaks Bl		12 Blue Oaks Bl & Woodcreek Oaks Bl		12 Blue Oaks Bl & Woodcreek Oaks Bl	

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 75 621 104 182 1,094 649 Ov Ov 54 559 123 845 1,288 152 Ov N/S Protected LOS: D E/W Protected V/C: 0.90		Ov 234 1,465 244 377 819 570 Ov Ov 141 638 435 847 1,033 192 Ov N/S Protected LOS: F E/W Protected V/C: 1.06		Ov 75 622 103 179 1,103 647 Ov Ov 52 556 123 830 1,299 157 Ov N/S Protected LOS: E E/W Protected V/C: 0.91		Ov 240 1,459 251 380 819 560 Ov Ov 140 641 446 844 1,026 191 Ov N/S Protected LOS: F E/W Protected V/C: 1.06		Ov 74 659 104 148 1,110 694 Ov Ov 57 613 113 771 1,380 167 Ov N/S Protected LOS: E E/W Protected V/C: 0.93		Ov 231 1,510 258 374 831 571 Ov Ov 167 673 405 830 1,071 198 Ov N/S Protected LOS: F E/W Protected V/C: 1.06	
13 Cirby & Sunrise				13 Cirby & Sunrise				13 Cirby & Sunrise			
In 0 598 1,949 0 0 0 In In 0 626 2,035 0 0 0 In N/S Protected LOS: E E/W Permitted V/C: 0.99		In 0 626 2,035 0 0 0 In In 0 632 632 0 0 731 469 In N/S Protected LOS: F E/W Permitted V/C: 1.13		In 0 596 1,956 0 0 0 In In 0 533 1,817 0 0 498 555 In N/S Protected LOS: E E/W Permitted V/C: 1.00		In 0 637 2,056 0 0 0 In In 0 636 2,366 0 0 731 463 In N/S Protected LOS: F E/W Permitted V/C: 1.14		In 0 565 1,999 0 0 0 In In 0 560 1,790 0 0 502 571 In N/S Protected LOS: F E/W Permitted V/C: 1.02		In 0 643 2,010 0 0 0 In In 0 637 2,410 0 0 696 496 In N/S Protected LOS: F E/W Permitted V/C: 1.11	
14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl				14 Cirby Wy & Foothills Bl			
In 0 0 0 0 2,045 20 In In 0 1,957 330 0 0 227 In N/S Permitted LOS: A E/W Protected V/C: 0.57		In 0 0 0 0 2,223 9 In In 0 2,578 371 0 0 260 In N/S Permitted LOS: B E/W Protected V/C: 0.62		In 0 0 0 0 2,058 20 In In 0 1,969 329 0 0 227 In N/S Permitted LOS: A E/W Protected V/C: 0.57		In 0 0 0 0 2,251 9 In In 0 2,603 364 0 0 258 In N/S Permitted LOS: B E/W Protected V/C: 0.62		In 0 0 0 0 2,139 22 In In 0 1,945 348 0 0 213 In N/S Permitted LOS: B E/W Protected V/C: 0.60		In 0 0 0 0 2,234 9 In In 0 2,635 392 0 0 259 In N/S Permitted LOS: B E/W Protected V/C: 0.63	
15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln				15 Cirby Wy & Melody Ln			
In 21 1 16 5 2,085 2 In In 10 2,124 6 9 0 21 In N/S Split Phase LOS: C E/W Protected V/C: 0.77		In 10 1 13 18 2,192 4 In In 18 2,533 12 4 1 11 In N/S Split Phase LOS: E E/W Protected V/C: 0.91		In 22 1 15 5 2,099 2 In In 10 2,136 6 9 0 21 In N/S Split Phase LOS: C E/W Protected V/C: 0.78		In 11 1 13 15 2,221 9 In In 22 2,553 14 4 1 11 In N/S Split Phase LOS: E E/W Protected V/C: 0.92		In 22 1 15 5 2,182 1 In In 10 2,112 6 9 0 21 In N/S Split Phase LOS: C E/W Protected V/C: 0.79		In 12 1 12 16 2,206 10 In In 21 2,586 13 5 1 10 In N/S Split Phase LOS: E E/W Protected V/C: 0.93	
16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr				16 Cirby Wy & Northridge Dr			
In 54 5 25 164 1,164 4 In In 177 153 186 62 1,046 40 In N/S Permitted LOS: A E/W Protected V/C: 0.54		In 177 153 186 62 1,046 40 In In 27 1,116 157 13 17 52 In N/S Permitted LOS: C E/W Protected V/C: 0.70		In 53 5 25 165 1,175 4 In In 240 657 19 42 45 86 In N/S Permitted LOS: A E/W Protected V/C: 0.54		In 192 141 180 61 1,053 41 In In 25 1,116 167 11 17 52 In N/S Permitted LOS: C E/W Protected V/C: 0.70		In 53 5 25 168 1,192 4 In In 264 690 19 50 62 92 In N/S Permitted LOS: A E/W Protected V/C: 0.58		In 176 159 203 66 1,078 38 In In 34 1,150 187 13 17 52 In N/S Permitted LOS: C E/W Protected V/C: 0.75	
17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr				17 Cirby Wy & Oak Ridge Dr			
Ov 20 1 4 7 1,275 40 Ov Ov 2 1,790 21 13 444 Ov N/S Split Phase LOS: E E/W Protected V/C: 0.93		Ov 5 7 5 45 1,649 206 Ov Ov 3 1,521 309 3 459 Ov N/S Split Phase LOS: D E/W Protected V/C: 0.89		Ov 20 1 4 7 1,278 41 Ov Ov 2 1,788 22 13 442 Ov N/S Split Phase LOS: E E/W Protected V/C: 0.93		Ov 4 7 5 44 1,657 219 Ov Ov 3 1,535 305 3 459 Ov N/S Split Phase LOS: D E/W Protected V/C: 0.90		Ov 24 1 4 8 1,331 49 Ov Ov 2 1,807 19 13 444 Ov N/S Split Phase LOS: E E/W Protected V/C: 0.94		Ov 5 7 5 49 1,700 223 Ov Ov 3 1,574 299 3 447 Ov N/S Split Phase LOS: D E/W Protected V/C: 0.90	
18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av				18 Cirby Wy & Orlando Av			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
In 89 1 70 27 618 50 32 1,142 0 112 2 38 In 2 17 N/S Split Phase LOS: A E/W Protected V/C: 0.58	In 13 0 26 28 1,294 11 31 1,014 7 23 1 17 In 1 17 N/S Split Phase LOS: A E/W Protected V/C: 0.52	In 89 1 70 27 614 50 32 1,152 0 112 2 38 In 2 17 N/S Split Phase LOS: A E/W Protected V/C: 0.59	In 13 0 26 29 1,306 11 31 1,016 7 23 1 17 In 1 17 N/S Split Phase LOS: A E/W Protected V/C: 0.53	In 89 1 70 27 645 50 32 1,171 0 112 2 38 In 2 17 N/S Split Phase LOS: A E/W Protected V/C: 0.59	In 18 0 26 28 1,335 11 31 1,041 7 23 1 17 In 1 17 N/S Split Phase LOS: A E/W Protected V/C: 0.54
19 Cirby Wy & Parkview Dr		19 Cirby Wy & Parkview Dr		19 Cirby Wy & Parkview Dr	
Ov 105 306 192 342 1,146 385 366 1,441 1,285 1,306 784 200 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.04	Ov 229 817 327 210 1,301 74 213 1,287 1,221 1,193 458 319 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.12	Ov 107 306 191 347 1,144 381 366 1,446 1,294 1,319 798 200 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.05	Ov 234 835 317 209 1,304 84 207 1,317 1,223 1,203 462 317 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.13	Ov 111 288 189 355 1,129 411 370 1,509 1,294 1,324 785 203 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.04	Ov 212 772 363 191 1,361 83 226 1,314 1,191 1,227 446 323 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.15
20 Cirby Wy & Riverside Av		20 Cirby Wy & Riverside Av		20 Cirby Wy & Riverside Av	
Ig 221 0 154 669 381 0 615 498 0 0 0 0 In 0 17 N/S Permitted LOS: A E/W Split Phase V/C: 0.43	Ig 762 0 696 370 587 0 539 417 0 0 0 0 In 0 17 N/S Permitted LOS: B E/W Split Phase V/C: 0.64	Ig 220 0 152 670 377 0 616 501 0 0 0 0 In 0 17 N/S Permitted LOS: A E/W Split Phase V/C: 0.43	Ig 769 0 697 368 594 0 538 418 0 0 0 0 In 0 17 N/S Permitted LOS: B E/W Split Phase V/C: 0.64	Ig 213 0 174 695 400 0 608 523 0 0 0 0 In 0 17 N/S Permitted LOS: A E/W Split Phase V/C: 0.44	Ig 736 0 741 347 633 0 575 410 0 0 0 0 In 0 17 N/S Permitted LOS: B E/W Split Phase V/C: 0.68
21 Cirby Wy & Rocky Ridge Dr		21 Cirby Wy & Rocky Ridge Dr		21 Cirby Wy & Rocky Ridge Dr	
In 0 0 0 0 1,466 20 0 1,703 25 139 0 197 In 0 17 N/S Permitted LOS: B E/W Protected V/C: 0.61	In 0 0 0 0 1,738 64 0 1,657 456 91 0 39 In 0 17 N/S Permitted LOS: B E/W Protected V/C: 0.64	In 0 0 0 0 1,448 20 0 1,703 25 161 0 201 In 0 17 N/S Permitted LOS: B E/W Protected V/C: 0.60	In 0 0 0 0 1,738 71 0 1,650 470 100 0 40 In 0 17 N/S Permitted LOS: B E/W Protected V/C: 0.65	In 0 0 0 0 1,446 19 0 1,756 26 167 0 172 In 0 17 N/S Permitted LOS: A E/W Protected V/C: 0.59	In 0 0 0 0 1,759 61 0 1,670 482 112 0 37 In 0 17 N/S Permitted LOS: B E/W Protected V/C: 0.66
22 Cirby Wy & San Simeon Dr		22 Cirby Wy & San Simeon Dr		22 Cirby Wy & San Simeon Dr	
Ov 308 34 77 79 1,965 89 442 1,960 112 57 182 76 Ov 2 17 N/S Protected LOS: E E/W Protected V/C: 0.98	Ov 614 70 80 62 2,342 58 346 2,155 27 48 100 100 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.26	Ov 307 34 76 80 1,977 89 447 1,974 104 56 183 76 Ov 2 17 N/S Protected LOS: E E/W Protected V/C: 0.99	Ov 620 76 79 62 2,361 58 352 2,179 23 46 103 100 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.27	Ov 311 31 75 76 1,957 89 464 2,059 60 74 177 76 Ov 2 17 N/S Protected LOS: E E/W Protected V/C: 0.98	Ov 632 83 80 63 2,396 58 348 2,166 24 44 107 100 Ov 2 17 N/S Protected LOS: F E/W Protected V/C: 1.29
23 Cirby Wy & Vernon St		23 Cirby Wy & Vernon St		23 Cirby Wy & Vernon St	
In 130 373 403 709 979 51 148 1,036 230 309 702 17 In 0 17 N/S Protected LOS: A E/W Protected V/C: 0.53	In 65 698 721 573 1,208 63 150 1,076 260 443 795 21 In 0 17 N/S Protected LOS: B E/W Protected V/C: 0.68	In 130 365 398 716 976 50 145 1,039 230 308 698 17 In 0 17 N/S Protected LOS: A E/W Protected V/C: 0.53	In 65 704 706 572 1,201 63 150 1,080 264 445 782 22 In 0 17 N/S Protected LOS: B E/W Protected V/C: 0.68	In 132 453 395 905 964 50 150 1,068 236 334 711 17 In 0 17 N/S Protected LOS: A E/W Protected V/C: 0.53	In 59 735 778 654 1,227 63 148 1,119 267 474 826 22 In 0 17 N/S Protected LOS: C E/W Protected V/C: 0.71
24 Douglas & Eureka		24 Douglas & Eureka		24 Douglas & Eureka	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
lg 122 1,061 90 322 1,272 21 lg 75 240 142 185 872 230 188 1,729 205 247 1,150 188 294 562 132 253 1,016 265 247 1,150 188 294 562 132		lg 188 1,729 205 247 1,150 188 294 562 132 253 1,016 265 247 1,150 188 294 562 132		lg 123 1,058 90 338 1,268 20 lg 75 237 142 183 870 234 189 1,726 202 242 1,159 187 293 560 133 256 1,025 261 242 1,159 187 293 560 133		lg 189 1,726 202 242 1,159 187 293 560 133 256 1,025 261 242 1,159 187 293 560 133		lg 133 1,065 88 302 1,323 28 lg 78 258 138 182 910 221 235 1,056 286 225 1,173 190 294 564 138 278 1,056 286 225 1,173 190 294 564 138		lg 243 1,749 177 225 1,173 190 294 564 138 278 1,056 286 225 1,173 190 294 564 138	
N/S Protected LOS: B E/W Protected V/C: 0.60		N/S Protected LOS: D E/W Protected V/C: 0.82		N/S Protected LOS: B E/W Protected V/C: 0.61		N/S Protected LOS: D E/W Protected V/C: 0.82		N/S Protected LOS: B E/W Protected V/C: 0.61		N/S Protected LOS: D E/W Protected V/C: 0.82	
25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge				25 Douglas & Rocky Ridge			
lg 107 1,205 33 104 1,603 109 In 6 44 33 107 1,205 33 104 1,603 109 In		lg 87 2,042 160 133 1,472 61 In 166 91 129 133 1,472 61 In		lg 107 1,200 33 107 1,609 109 In 6 44 33 107 1,200 33 107 1,609 109 In		lg 86 2,046 159 132 1,480 61 In 162 92 129 132 1,480 61 In		lg 107 1,225 32 109 1,646 110 In 6 44 33 107 1,225 32 109 1,646 110 In		lg 87 2,087 154 132 1,501 65 In 165 84 129 132 1,501 65 In	
N/S Split Phase LOS: A E/W Protected V/C: 0.57		N/S Split Phase LOS: C E/W Protected V/C: 0.70		N/S Split Phase LOS: A E/W Protected V/C: 0.57		N/S Split Phase LOS: C E/W Protected V/C: 0.70		N/S Split Phase LOS: A E/W Protected V/C: 0.58		N/S Split Phase LOS: C E/W Protected V/C: 0.71	
26 Douglas & Santa Clara				26 Douglas & Santa Clara				26 Douglas & Santa Clara			
lg 83 1,179 44 81 1,624 51 Ov 41 21 58 83 1,179 44 81 1,624 51 Ov		lg 123 2,062 52 35 1,502 129 Ov 14 79 218 35 1,502 129 Ov		lg 83 1,174 44 78 1,634 51 Ov 41 22 58 83 1,174 44 78 1,634 51 Ov		lg 123 2,062 54 35 1,509 124 Ov 14 81 219 35 1,509 124 Ov		lg 83 1,189 43 76 1,671 51 Ov 41 22 58 83 1,189 43 76 1,671 51 Ov		lg 122 2,093 46 35 1,518 140 Ov 14 65 229 35 1,518 140 Ov	
N/S Split Phase LOS: A E/W Protected V/C: 0.52		N/S Split Phase LOS: B E/W Protected V/C: 0.68		N/S Split Phase LOS: A E/W Protected V/C: 0.52		N/S Split Phase LOS: B E/W Protected V/C: 0.68		N/S Split Phase LOS: A E/W Protected V/C: 0.53		N/S Split Phase LOS: B E/W Protected V/C: 0.69	
27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens				27 Douglas & Sierra Gardens			
lg 73 1,169 146 407 1,828 226 Ov 180 220 79 73 1,169 146 407 1,828 226 Ov		lg 85 2,000 170 359 1,479 271 Ov 576 821 230 359 1,479 271 Ov		lg 72 1,166 146 398 1,846 225 Ov 179 229 79 72 1,166 146 398 1,846 225 Ov		lg 86 1,997 173 358 1,483 260 Ov 572 831 236 358 1,483 260 Ov		lg 70 1,202 143 389 1,889 232 Ov 179 220 74 70 1,202 143 389 1,889 232 Ov		lg 84 2,048 161 352 1,604 309 Ov 619 804 211 352 1,604 309 Ov	
N/S Protected LOS: B E/W Protected V/C: 0.68		N/S Protected LOS: D E/W Protected V/C: 0.90		N/S Protected LOS: B E/W Protected V/C: 0.69		N/S Protected LOS: D E/W Protected V/C: 0.90		N/S Protected LOS: B E/W Protected V/C: 0.68		N/S Protected LOS: E E/W Protected V/C: 0.94	
28 Douglas & Sunrise				28 Douglas & Sunrise				28 Douglas & Sunrise			
lg 7 1,309 22 29 1,620 71 In 7 1 1 7 1,309 22 29 1,620 71 In		lg 1 2,151 75 40 1,475 135 In 74 2 100 40 1,475 135 In		lg 7 1,304 21 29 1,630 72 In 8 1 2 7 1,304 21 29 1,630 72 In		lg 2 2,150 75 40 1,483 135 In 75 2 100 40 1,483 135 In		lg 7 1,315 19 30 1,663 73 In 8 1 1 7 1,315 19 30 1,663 73 In		lg 1 2,158 71 43 1,494 139 In 75 2 104 43 1,494 139 In	
N/S Split Phase LOS: A E/W Protected V/C: 0.43		N/S Split Phase LOS: B E/W Protected V/C: 0.68		N/S Split Phase LOS: A E/W Protected V/C: 0.44		N/S Split Phase LOS: B E/W Protected V/C: 0.68		N/S Split Phase LOS: A E/W Protected V/C: 0.44		N/S Split Phase LOS: C E/W Protected V/C: 0.70	
29 Douglas & Target				29 Douglas & Target				29 Douglas & Target			
lg 605 1,401 56 101 1,139 81 Ov 75 518 944 327 830 47 922 1,585 117 147 1,238 314 157 695 40 88 866 728 147 1,238 314 157 695 40		lg 922 1,585 117 147 1,238 314 157 695 40 88 866 728 147 1,238 314 157 695 40		lg 619 1,420 56 100 1,136 81 Ov 75 513 950 312 821 47 908 1,582 119 147 1,197 345 158 704 40 87 864 739 147 1,197 345 158 704 40		lg 908 1,582 119 147 1,197 345 158 704 40 87 864 739 147 1,197 345 158 704 40		lg 526 1,569 56 101 1,163 79 Ov 76 495 967 270 928 46 526 1,569 56 101 1,163 79 Ov		lg 880 1,681 127 173 1,184 410 Ov 76 863 776 173 1,184 410 Ov	
N/S Protected LOS: C E/W Protected V/C: 0.77		N/S Protected LOS: C E/W Protected V/C: 0.74		N/S Protected LOS: C E/W Protected V/C: 0.77		N/S Protected LOS: C E/W Protected V/C: 0.75		N/S Protected LOS: D E/W Protected V/C: 0.83		N/S Protected LOS: C E/W Protected V/C: 0.78	
30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw				30 Douglas Bl & E Roseville Pw			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project						2025 Cumulative Plus Project Without Placer Parkway						Super-Cumulative					
AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Ov 36 6 245 221 743 30 35 1,039 8 In 5 3 11			Ov 72 5 406 206 1,020 11 49 1,046 0 In 3 4 9			Ov 36 6 237 233 745 30 36 1,072 8 In 5 3 11			Ov 69 5 413 195 1,054 11 51 1,063 0 In 3 4 9			Ov 36 6 220 210 711 30 36 1,097 8 In 5 3 11			Ov 68 5 399 162 1,075 11 48 1,049 0 In 3 4 9		
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: B
E/W	Protected	V/C: 0.48	E/W	Protected	V/C: 0.61	E/W	Protected	V/C: 0.49	E/W	Protected	V/C: 0.62	E/W	Protected	V/C: 0.49	E/W	Protected	V/C: 0.61
31 Douglas Bl & Folsom Rd						31 Douglas Bl & Folsom Rd						31 Douglas Bl & Folsom Rd					
Ov 188 7 260 741 859 47 138 1,180 22 Ig 15 6 30			Ov 262 27 1,058 511 1,030 66 278 1,126 20 Ig 33 27 83			Ov 189 7 267 738 873 47 151 1,191 22 Ig 15 7 30			Ov 271 27 1,056 510 1,043 66 278 1,150 20 Ig 34 27 82			Ov 178 5 267 774 825 49 158 1,192 23 Ig 15 7 29			Ov 263 26 1,078 493 1,041 67 304 1,097 20 Ig 33 28 82		
N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: E	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: E	N/S	Split Phase	LOS: B	N/S	Split Phase	LOS: E
E/W	Protected	V/C: 0.62	E/W	Protected	V/C: 0.94	E/W	Protected	V/C: 0.62	E/W	Protected	V/C: 0.95	E/W	Protected	V/C: 0.65	E/W	Protected	V/C: 0.97
32 Douglas Bl & Harding Bl						32 Douglas Bl & Harding Bl						32 Douglas Bl & Harding Bl					
In 1 6 399 283 225 0 435 5 0 In 0 0 4			In 30 0 445 365 486 0 464 0 0 In 0 0 0			In 1 6 432 283 226 0 429 5 0 In 0 0 4			In 30 0 459 374 498 0 466 0 0 In 0 0 0			In 1 6 453 280 227 0 438 5 0 In 0 0 4			In 30 0 430 406 496 0 495 0 0 In 0 0 0		
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A
E/W	Permitted	V/C: 0.29	E/W	Permitted	V/C: 0.48	E/W	Permitted	V/C: 0.30	E/W	Permitted	V/C: 0.50	E/W	Permitted	V/C: 0.31	E/W	Permitted	V/C: 0.49
33 Douglas Bl & Judah St						33 Douglas Bl & Judah St						33 Douglas Bl & Judah St					
In 0 0 0 0 568 87 899 43 0 Ov 244			In 0 0 0 0 874 172 930 35 0 Ov 164			In 0 0 0 0 568 87 926 43 0 Ov 250			In 0 0 0 0 899 178 947 35 0 Ov 165			In 0 0 0 0 564 87 950 43 0 Ov 256			In 0 0 0 0 930 176 945 35 0 Ov 151		
N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A	N/S	Permitted	LOS: A
E/W	Protected	V/C: 0.48	E/W	Protected	V/C: 0.47	E/W	Protected	V/C: 0.49	E/W	Protected	V/C: 0.48	E/W	Protected	V/C: 0.50	E/W	Protected	V/C: 0.48
34 Douglas Bl & Keehner Av						34 Douglas Bl & Keehner Av						34 Douglas Bl & Keehner Av					
In 6 3 56 0 531 0 877 9 0 In 2			In 16 7 70 0 822 18 929 13 0 In 10			In 7 3 56 0 531 0 904 9 0 In 2			In 16 7 66 0 842 18 946 13 0 In 10			In 6 3 54 0 530 0 933 9 0 In 2			In 16 7 64 0 873 18 946 13 0 In 10		
N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A	N/S	Split Phase	LOS: A
E/W	Protected	V/C: 0.35	E/W	Protected	V/C: 0.40	E/W	Protected	V/C: 0.36	E/W	Protected	V/C: 0.41	E/W	Protected	V/C: 0.37	E/W	Protected	V/C: 0.41
35 Douglas Bl & Park Dr						35 Douglas Bl & Park Dr						35 Douglas Bl & Park Dr					
Ov 184 505 181 154 1,683 231 154 1,307 236 Ov 562 777 209			Ov 119 831 207 176 1,480 319 210 1,701 609 Ov 532 776 230			Ov 181 501 181 154 1,699 234 154 1,304 241 Ov 578 778 209			Ov 120 832 207 176 1,472 321 210 1,695 589 Ov 523 777 232			Ov 131 542 181 155 1,747 225 153 1,341 243 Ov 631 802 201			Ov 124 844 238 176 1,525 315 166 1,701 633 Ov 539 773 225		
N/S	Protected	LOS: C	N/S	Protected	LOS: D	N/S	Protected	LOS: C	N/S	Protected	LOS: D	N/S	Protected	LOS: C	N/S	Protected	LOS: D
E/W	Protected	V/C: 0.75	E/W	Protected	V/C: 0.88	E/W	Protected	V/C: 0.76	E/W	Protected	V/C: 0.87	E/W	Protected	V/C: 0.80	E/W	Protected	V/C: 0.88
36 Douglas Bl & Sierra College Bl						36 Douglas Bl & Sierra College Bl						36 Douglas Bl & Sierra College Bl					

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
N/S Protected LOS: A E/W Protected V/C: 0.48	N/S Protected LOS: A E/W Protected V/C: 0.55	N/S Protected LOS: A E/W Protected V/C: 0.48	N/S Protected LOS: A E/W Protected V/C: 0.53	N/S Protected LOS: A E/W Protected V/C: 0.53	N/S Protected LOS: A E/W Protected V/C: 0.59
37 Eureka & Lead Hill		37 Eureka & Lead Hill		37 Eureka & Lead Hill	
N/S Protected LOS: A E/W Protected V/C: 0.59	N/S Protected LOS: C E/W Protected V/C: 0.77	N/S Protected LOS: A E/W Protected V/C: 0.58	N/S Protected LOS: C E/W Protected V/C: 0.75	N/S Protected LOS: B E/W Protected V/C: 0.61	N/S Protected LOS: C E/W Protected V/C: 0.79
38 Eureka & N. Sunrise		38 Eureka & N. Sunrise		38 Eureka & N. Sunrise	
N/S Protected LOS: A E/W Protected V/C: 0.54	N/S Protected LOS: C E/W Protected V/C: 0.75	N/S Protected LOS: A E/W Protected V/C: 0.54	N/S Protected LOS: C E/W Protected V/C: 0.75	N/S Protected LOS: B E/W Protected V/C: 0.61	N/S Protected LOS: C E/W Protected V/C: 0.78
39 Eureka & Rocky Ridge		39 Eureka & Rocky Ridge		39 Eureka & Rocky Ridge	
N/S Split Phase LOS: A E/W Protected V/C: 0.37	N/S Split Phase LOS: A E/W Protected V/C: 0.45	N/S Split Phase LOS: A E/W Protected V/C: 0.37	N/S Split Phase LOS: A E/W Protected V/C: 0.45	N/S Split Phase LOS: A E/W Protected V/C: 0.39	N/S Split Phase LOS: A E/W Protected V/C: 0.48
40 Eureka Rd & Ashland Dr		40 Eureka Rd & Ashland Dr		40 Eureka Rd & Ashland Dr	
N/S Split Phase LOS: A E/W Protected V/C: 0.40	N/S Split Phase LOS: A E/W Protected V/C: 0.42	N/S Split Phase LOS: A E/W Protected V/C: 0.39	N/S Split Phase LOS: A E/W Protected V/C: 0.42	N/S Split Phase LOS: A E/W Protected V/C: 0.42	N/S Split Phase LOS: A E/W Protected V/C: 0.45
41 Eureka Rd & Deer Valley Apts		41 Eureka Rd & Deer Valley Apts		41 Eureka Rd & Deer Valley Apts	
N/S Split Phase LOS: A E/W Protected V/C: 0.45	N/S Split Phase LOS: A E/W Protected V/C: 0.54	N/S Split Phase LOS: A E/W Protected V/C: 0.45	N/S Split Phase LOS: A E/W Protected V/C: 0.55	N/S Split Phase LOS: A E/W Protected V/C: 0.49	N/S Split Phase LOS: B E/W Protected V/C: 0.60
42 Fairway & Central Park/Lowes		42 Fairway & Central Park/Lowes		42 Fairway & Central Park/Lowes	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
In 112 476 14 36 47 0 30 1 8 6 In N/S Protected LOS: A E/W Split Phase V/C: 0.28	In 98 1,000 27 31 170 2 98 1 13 57 In N/S Protected LOS: A E/W Split Phase V/C: 0.49	In 111 408 14 36 47 0 30 1 8 6 In N/S Protected LOS: A E/W Split Phase V/C: 0.28	In 93 927 26 31 169 2 99 1 13 58 In N/S Protected LOS: A E/W Split Phase V/C: 0.47	In 113 444 14 38 48 0 30 1 6 6 In N/S Protected LOS: A E/W Split Phase V/C: 0.33	In 97 924 30 32 171 1 97 1 12 54 In N/S Protected LOS: A E/W Split Phase V/C: 0.47
43 Fairway & Cortina Circle		43 Fairway & Cortina Circle		43 Fairway & Cortina Circle	
In 138 173 43 50 87 96 17 217 38 71 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.40	In 17 11 73 58 19 577 330 541 31 20 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.45	In 138 173 43 50 87 102 15 225 38 71 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.40	In 17 11 73 59 19 585 328 553 31 22 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.46	In 138 173 42 49 87 80 18 347 38 71 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.44	In 17 11 68 60 19 777 331 607 32 19 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.52
44 Fairway & Five Star		44 Fairway & Five Star		44 Fairway & Five Star	
In 70 280 30 5 82 87 36 214 4 4 In N/S Split Phase LOS: A E/W Protected V/C: 0.52	In 84 2 6 3 71 894 72 1,031 50 40 In N/S Split Phase LOS: A E/W Protected V/C: 0.52	In 70 280 30 5 82 92 35 221 4 5 In N/S Split Phase LOS: A E/W Protected V/C: 0.52	In 84 2 6 3 69 902 71 1,043 49 40 In N/S Split Phase LOS: A E/W Protected V/C: 0.53	In 71 280 30 5 83 73 37 346 4 4 In N/S Split Phase LOS: A E/W Protected V/C: 0.56	In 90 2 6 3 69 1,097 70 1,101 51 39 In N/S Split Phase LOS: A E/W Protected V/C: 0.55
45 Fairway & Home Depot		45 Fairway & Home Depot		45 Fairway & Home Depot	
In 20 285 4 19 40 172 66 422 20 34 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.57	In 7 2 28 19 36 1,040 72 900 72 42 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.48	In 20 285 4 19 40 119 52 429 35 35 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.57	In 7 2 28 19 35 971 69 889 75 43 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.46	In 23 285 4 19 39 158 47 554 41 33 Ov N/S Split Phase LOS: B E/W Protected V/C: 0.61	In 8 2 27 24 31 991 52 907 92 37 Ov N/S Split Phase LOS: A E/W Protected V/C: 0.48
46 Fairway & Target/Rosehall		46 Fairway & Target/Rosehall		46 Fairway & Target/Rosehall	
In 116 1,079 59 34 234 59 15 25 22 34 Ov N/S Protected LOS: B E/W Protected V/C: 0.67	In 260 1,227 51 71 139 34 3 96 76 71 Ov N/S Protected LOS: B E/W Protected V/C: 0.64	In 159 1,130 54 34 265 96 16 26 22 100 Ov N/S Protected LOS: C E/W Protected V/C: 0.71	In 254 1,305 57 74 158 36 3 190 154 71 Ov N/S Protected LOS: C E/W Protected V/C: 0.75	In 124 1,039 65 28 277 205 14 27 16 161 Ov N/S Protected LOS: C E/W Protected V/C: 0.72	In 253 1,295 49 94 158 38 3 300 182 61 Ov N/S Protected LOS: C E/W Protected V/C: 0.79
47 Fiddymt & Del Webb/Village Green		47 Fiddymt & Del Webb/Village Green		47 Fiddymt & Del Webb/Village Green	
Ov 16 630 50 81 211 12 104 135 101 164 Ov N/S Protected LOS: B E/W Protected V/C: 0.64	Ov 234 1,278 112 86 76 10 35 142 142 164 Ov N/S Protected LOS: B E/W Protected V/C: 0.65	Ov 15 678 48 77 214 14 108 139 101 101 Ov N/S Protected LOS: B E/W Protected V/C: 0.66	Ov 235 1,344 107 81 68 10 36 143 169 169 Ov N/S Protected LOS: B E/W Protected V/C: 0.67	Ov 20 767 55 98 336 14 79 117 93 150 Ov N/S Protected LOS: D E/W Protected V/C: 0.85	Ov 387 1,560 127 97 96 8 27 126 150 150 Ov N/S Protected LOS: B E/W Protected V/C: 0.68
48 Fiddymt & Hayden Pkwy North		48 Fiddymt & Hayden Pkwy North		48 Fiddymt & Hayden Pkwy North	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 60 1,199 0 0 0 108 0 87 1,405 0 In N/S Protected LOS: A E/W Permitted V/C: 0.54		In 108 1,487 0 0 0 61 0 33 1,492 0 In N/S Protected LOS: A E/W Permitted V/C: 0.57		In 55 1,288 0 0 0 108 0 77 1,508 0 In N/S Protected LOS: A E/W Permitted V/C: 0.58		In 161 1,540 0 0 0 48 0 37 1,588 0 In N/S Protected LOS: B E/W Permitted V/C: 0.60		In 55 1,181 0 0 0 127 0 63 1,508 0 In N/S Protected LOS: A E/W Permitted V/C: 0.59		In 205 1,525 0 0 0 59 0 88 1,494 0 In N/S Protected LOS: B E/W Permitted V/C: 0.63	
49 Fiddymatt & Hayden Pkwy South				49 Fiddymatt & Hayden Pkwy South				49 Fiddymatt & Hayden Pkwy South			
Ov 154 1,035 58 76 297 63 182 421 986 57 Ov N/S Protected LOS: E E/W Protected V/C: 0.94		Ov 235 1,682 120 70 469 71 314 453 662 69 Ov N/S Protected LOS: D E/W Protected V/C: 0.85		Ov 152 1,030 59 77 298 63 197 428 990 57 Ov N/S Protected LOS: E E/W Protected V/C: 0.96		Ov 235 1,727 121 69 515 70 313 482 639 67 Ov N/S Protected LOS: D E/W Protected V/C: 0.86		Ov 152 974 59 77 400 63 196 458 1,013 54 Ov N/S Protected LOS: E E/W Protected V/C: 0.98		Ov 236 1,733 117 74 535 66 317 561 636 65 Ov N/S Protected LOS: D E/W Protected V/C: 0.89	
50 Foothills & Baseline/Main				50 Foothills & Baseline/Main				50 Foothills & Baseline/Main			
In 9 514 36 4 1 44 41 9 12 1,638 394 In N/S Protected LOS: A E/W Split Phase V/C: 0.54		In 60 1,825 23 27 3 168 20 8 19 842 361 In N/S Protected LOS: A E/W Split Phase V/C: 0.53		In 9 465 36 4 1 45 42 9 12 1,686 394 In N/S Protected LOS: A E/W Split Phase V/C: 0.55		In 60 1,878 23 27 3 170 20 8 18 747 376 In N/S Protected LOS: A E/W Split Phase V/C: 0.54		In 9 439 36 4 1 44 48 8 12 1,718 383 In N/S Protected LOS: A E/W Split Phase V/C: 0.56		In 66 1,905 23 27 2 169 22 7 17 720 370 In N/S Protected LOS: A E/W Split Phase V/C: 0.55	
51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec				51 Foothills & Misty Wood/Nec			
Ov 381 1,111 97 16 4 54 84 4 291 960 141 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.52		Ov 172 1,076 37 96 5 185 509 5 101 1,419 63 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.66		Ov 388 1,117 96 15 4 55 83 4 291 1,041 141 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.53		Ov 168 1,160 34 100 5 181 497 5 104 1,406 65 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.65		Ov 422 1,099 113 18 3 52 90 3 271 1,216 125 Ov N/S Protected LOS: A E/W Split Phase V/C: 0.51		Ov 182 1,298 41 124 5 158 540 5 96 1,341 59 Ov N/S Protected LOS: B E/W Split Phase V/C: 0.66	
52 Foothills BI & Albertsons Dr				52 Foothills BI & Albertsons Dr				52 Foothills BI & Albertsons Dr			
Ig 0 2,107 0 0 0 100 0 0 1,937 20 Ov N/S Protected LOS: A E/W Permitted V/C: 0.54		Ig 0 2,240 0 0 0 17 0 0 2,446 55 Ov N/S Protected LOS: A E/W Permitted V/C: 0.56		Ig 0 2,108 0 0 0 103 0 0 1,950 18 Ov N/S Protected LOS: A E/W Permitted V/C: 0.54		Ig 0 2,278 0 0 0 16 0 0 2,471 54 Ov N/S Protected LOS: A E/W Permitted V/C: 0.56		Ig 0 2,143 0 0 0 95 0 0 1,922 22 Ov N/S Protected LOS: A E/W Permitted V/C: 0.54		Ig 0 2,240 0 0 0 16 0 0 2,498 45 Ov N/S Protected LOS: A E/W Permitted V/C: 0.57	
53 Foothills BI & Atkinson Rd				53 Foothills BI & Atkinson Rd				53 Foothills BI & Atkinson Rd			
Ig 74 645 512 540 387 411 3 76 150 886 498 Ov N/S Protected LOS: C E/W Protected V/C: 0.75		Ig 3 1,141 583 686 146 618 86 363 204 694 376 Ov N/S Protected LOS: C E/W Protected V/C: 0.74		Ig 52 616 571 603 396 396 3 80 149 908 519 Ov N/S Protected LOS: C E/W Protected V/C: 0.78		Ig 3 1,173 627 838 144 605 69 410 210 575 399 Ov N/S Protected LOS: C E/W Protected V/C: 0.80		Ig 60 608 546 675 381 388 3 78 142 973 509 Ov N/S Protected LOS: C E/W Protected V/C: 0.80		Ig 3 1,244 638 780 143 599 65 420 200 563 405 Ov N/S Protected LOS: C E/W Protected V/C: 0.78	
54 Foothills BI & Roseville Pkwy/HP Central				54 Foothills BI & Roseville Pkwy/HP Central				54 Foothills BI & Roseville Pkwy/HP Central			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
55 Foothills Bl & HP South		55 Foothills Bl & HP South		55 Foothills Bl & HP South	
56 Foothills Bl & Junction Bl		56 Foothills Bl & Junction Bl		56 Foothills Bl & Junction Bl	
57 Foothills Bl & Mcanally Dr		57 Foothills Bl & Mcanally Dr		57 Foothills Bl & Mcanally Dr	
58 Foothills Bl & Pleasant Grove Bl		58 Foothills Bl & Pleasant Grove Bl		58 Foothills Bl & Pleasant Grove Bl	
59 Foothills Blvd & Rand/Pilgrims		59 Foothills Blvd & Rand/Pilgrims		59 Foothills Blvd & Rand/Pilgrims	
60 Foothills Bl & Vineyard Rd		60 Foothills Bl & Vineyard Rd		60 Foothills Bl & Vineyard Rd	

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

[illegible]

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
In 9 553 11 22 3 9 7 2 27 24 835 20 In N/S Protected LOS: A E/W Permitted V/C: 0.33	In 104 1,079 25 124 16 78 90 722 38 In N/S Protected LOS: B E/W Permitted V/C: 0.62	In 9 560 11 22 3 9 7 2 28 23 847 19 In N/S Protected LOS: A E/W Permitted V/C: 0.33	In 104 1,085 25 122 16 78 90 719 38 In N/S Protected LOS: B E/W Permitted V/C: 0.62	In 7 549 11 22 3 8 7 2 27 26 888 19 In N/S Protected LOS: A E/W Permitted V/C: 0.34	In 99 1,102 25 121 16 80 94 725 39 In N/S Protected LOS: B E/W Permitted V/C: 0.62
67 Harding Bl & Roseville Square		67 Harding Bl & Roseville Square		67 Harding Bl & Roseville Square	
Ov 39 17 310 70 884 3 161 243 1 6 62 10 Ov N/S Permitted LOS: A E/W Protected V/C: 0.55	Ov 63 11 129 25 399 7 129 1,053 18 5 8 7 Ov N/S Permitted LOS: A E/W Protected V/C: 0.46	Ov 39 17 362 62 941 3 162 243 1 6 60 12 Ov N/S Permitted LOS: B E/W Protected V/C: 0.60	Ov 62 11 161 24 420 7 370 1,052 17 5 8 8 Ov N/S Permitted LOS: A E/W Protected V/C: 0.48	Ov 41 17 457 67 1,068 3 163 252 1 7 62 9 Ov N/S Permitted LOS: C E/W Protected V/C: 0.71	Ov 66 12 149 26 547 1 523 1,070 2 5 9 7 Ov N/S Permitted LOS: A E/W Protected V/C: 0.48
68 Junction & Stonecrest/Magenta		68 Junction & Stonecrest/Magenta		68 Junction & Stonecrest/Magenta	
In 0 0 0 0 896 146 195 101 0 76 0 105 Ov N/S Permitted LOS: A E/W Protected V/C: 0.42	In 0 0 0 0 462 30 1,276 115 0 37 0 72 Ov N/S Permitted LOS: A E/W Protected V/C: 0.45	In 0 0 0 0 979 146 197 101 0 76 0 106 Ov N/S Permitted LOS: A E/W Protected V/C: 0.44	In 0 0 0 0 516 31 1,368 133 0 37 0 72 Ov N/S Permitted LOS: A E/W Protected V/C: 0.48	In 0 0 0 0 1,162 148 201 101 0 81 0 107 Ov N/S Permitted LOS: A E/W Protected V/C: 0.51	In 0 0 0 0 539 34 1,518 158 0 39 0 72 Ov N/S Permitted LOS: A E/W Protected V/C: 0.53
69 Junction Bl & Americana Dr		69 Junction Bl & Americana Dr		69 Junction Bl & Americana Dr	
Ov 410 0 43 798 1,370 0 44 993 0 0 0 0 Ig N/S Permitted LOS: B E/W Protected V/C: 0.63	Ov 1,080 0 53 486 1,337 0 93 1,232 0 0 0 0 Ig N/S Permitted LOS: C E/W Protected V/C: 0.77	Ov 409 0 43 846 1,421 0 44 1,007 0 0 0 0 Ig N/S Permitted LOS: B E/W Protected V/C: 0.65	Ov 1,078 0 53 506 1,347 0 93 1,269 0 0 0 0 Ig N/S Permitted LOS: C E/W Protected V/C: 0.78	Ov 429 0 38 985 1,542 0 39 1,134 0 0 0 0 Ig N/S Permitted LOS: C E/W Protected V/C: 0.73	Ov 1,108 0 48 644 1,405 0 88 1,381 0 0 0 0 Ig N/S Permitted LOS: D E/W Protected V/C: 0.83
70 Junction Bl & Baseline Rd		70 Junction Bl & Baseline Rd		70 Junction Bl & Baseline Rd	
In 140 205 128 184 693 3 79 189 30 144 289 60 In N/S Protected LOS: B E/W Protected V/C: 0.60	In 49 153 41 29 325 218 47 1,002 54 98 172 63 In N/S Protected LOS: A E/W Protected V/C: 0.59	In 140 205 128 184 754 5 79 191 30 147 278 87 In N/S Protected LOS: B E/W Protected V/C: 0.62	In 50 151 41 29 361 191 47 1,038 106 134 183 63 In N/S Protected LOS: B E/W Protected V/C: 0.63	In 140 205 128 189 971 13 79 185 45 164 292 64 In N/S Protected LOS: C E/W Protected V/C: 0.72	In 54 173 41 32 385 206 47 1,235 69 170 170 55 In N/S Protected LOS: C E/W Protected V/C: 0.74
71 Junction Bl & Country Club Dr		71 Junction Bl & Country Club Dr		71 Junction Bl & Country Club Dr	
Ov 21 49 116 47 1,143 12 52 347 74 11 92 92 Ov N/S Protected LOS: A E/W Protected V/C: 0.59	Ov 24 4 42 37 487 8 61 1,369 87 6 5 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.53	Ov 21 49 116 46 1,254 12 52 349 74 11 92 92 Ov N/S Protected LOS: B E/W Protected V/C: 0.63	Ov 23 4 43 37 540 8 61 1,433 88 6 5 43 Ov N/S Protected LOS: A E/W Protected V/C: 0.55	Ov 28 49 109 47 1,471 13 52 352 74 11 92 93 Ov N/S Protected LOS: C E/W Protected V/C: 0.70	Ov 25 4 41 43 648 8 56 1,572 117 6 5 43 Ov N/S Protected LOS: B E/W Protected V/C: 0.60
72 Junction Bl & Park Regency Dr		72 Junction Bl & Park Regency Dr		72 Junction Bl & Park Regency Dr	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 6 236 7 11 54 3 916 27 50 14 146 71 130 25 9 10 35 519 100 43 17 130 13 1,372 182		In 13 1,372 25 9 10 35 519 100 43 17 130 13 1,372 182 25 9 10 35 519 100 43 17 130 13 1,372 182		In 6 239 7 12 54 3 989 26 49 14 150 71 150 25 9 11 35 563 102 42 17 130 19 1,459 208		In 5 225 7 10 53 3 1,122 26 58 14 132 71 132 25 9 10 36 550 114 40 17 128 10 1,572 172					
N/S Split Phase E/W Protected	LOS: A V/C: 0.47	N/S Split Phase E/W Protected	LOS: A V/C: 0.56	N/S Split Phase E/W Protected	LOS: A V/C: 0.50	N/S Split Phase E/W Protected	LOS: A V/C: 0.59	N/S Split Phase E/W Protected	LOS: A V/C: 0.54	N/S Split Phase E/W Protected	LOS: B V/C: 0.62
73 Junction Bl & Porter Dr				73 Junction Bl & Porter Dr				73 Junction Bl & Porter Dr			
In 29 254 14 0 72 12 959 0 0 0 0 0 0 12 0 33 8 456 0 0 0 0 70 1,199 0		In 30 255 14 0 73 13 1,042 0 0 0 0 0 0 16 0 42 9 502 0 0 0 0 74 1,288 0		In 33 262 15 0 69 18 1,232 0 0 0 0 0 0 11 0 52 11 518 0 0 0 0 65 1,452 0							
N/S Permitted E/W Protected	LOS: A V/C: 0.38	N/S Permitted E/W Protected	LOS: A V/C: 0.46	N/S Permitted E/W Protected	LOS: A V/C: 0.41	N/S Permitted E/W Protected	LOS: A V/C: 0.50	N/S Permitted E/W Protected	LOS: A V/C: 0.47	N/S Permitted E/W Protected	LOS: A V/C: 0.56
74 Junction Bl & Revere Dr				74 Junction Bl & Revere Dr				74 Junction Bl & Revere Dr			
In 3 2 141 580 1 402 2 748 166 920 0 7 0 593 1,146 3 334 2 285 2 957 687 3 4 3		In 3 2 141 565 1 427 2 801 168 945 0 7 0 689 1,119 3 337 2 326 2 979 640 3 4 3		In 3 2 141 529 1 455 2 887 154 887 0 7 0 668 1,083 3 338 2 307 2 1,066 555 3 4 3							
N/S Protected E/W Split Phase	LOS: A V/C: 0.46	N/S Protected E/W Split Phase	LOS: D V/C: 0.85	N/S Protected E/W Split Phase	LOS: A V/C: 0.48	N/S Protected E/W Split Phase	LOS: D V/C: 0.85	N/S Protected E/W Split Phase	LOS: A V/C: 0.47	N/S Protected E/W Split Phase	LOS: D V/C: 0.86
75 Junction Bl & Washington Bl				75 Junction Bl & Washington Bl				75 Junction Bl & Washington Bl			
In 212 248 118 90 180 873 652 37 29 220 87 40 87 793 312 188 410 213 32 47 155 58 3 830 109		In 216 249 119 128 181 925 711 37 29 267 86 40 86 807 296 191 428 248 33 46 166 58 3 880 127		In 234 245 122 74 175 893 953 37 28 315 82 43 82 732 306 305 515 273 30 46 117 60 3 1,113 149							
N/S Protected E/W Protected	LOS: A V/C: 0.52	N/S Protected E/W Protected	LOS: A V/C: 0.59	N/S Protected E/W Protected	LOS: A V/C: 0.56	N/S Protected E/W Protected	LOS: B V/C: 0.61	N/S Protected E/W Protected	LOS: A V/C: 0.56	N/S Protected E/W Protected	LOS: C V/C: 0.71
76 Junction Bl & Woodcreek Oaks Bl				76 Junction Bl & Woodcreek Oaks Bl				76 Junction Bl & Woodcreek Oaks Bl			
In 77 338 89 490 87 163 650 316 431 346 105 69 105 182 747 150 199 661 568 476 590 113 125 648 199		In 77 347 88 489 87 180 632 322 440 343 105 69 105 183 759 149 207 646 580 485 587 115 124 640 198		In 83 328 79 489 92 193 657 313 406 309 109 68 109 202 728 157 242 729 500 403 580 114 128 704 199							
N/S Protected E/W Protected	LOS: A V/C: 0.53	N/S Protected E/W Protected	LOS: C V/C: 0.70	N/S Protected E/W Protected	LOS: A V/C: 0.53	N/S Protected E/W Protected	LOS: C V/C: 0.71	N/S Protected E/W Protected	LOS: C V/C: 0.71	N/S Protected E/W Protected	LOS: C V/C: 0.72
77 Lead Hill Bl & N Sunrise Av				77 Lead Hill Bl & N Sunrise Av				77 Lead Hill Bl & N Sunrise Av			
In 26 143 81 247 2 43 352 295 364 553 63 20 63 104 610 5 71 255 519 359 526 130 79 419 190		In 25 147 81 243 2 43 331 297 369 542 64 20 64 104 646 2 72 275 489 357 525 127 84 413 192		In 28 126 74 264 20 42 362 290 374 590 63 27 63 102 602 3 80 267 579 416 491 134 93 428 198							
N/S Protected E/W Protected	LOS: A V/C: 0.46	N/S Protected E/W Protected	LOS: B V/C: 0.63	N/S Protected E/W Protected	LOS: A V/C: 0.46	N/S Protected E/W Protected	LOS: B V/C: 0.65	N/S Protected E/W Protected	LOS: A V/C: 0.48	N/S Protected E/W Protected	LOS: B V/C: 0.68
78 Lead Hill Bl & Rocky Ridge Dr				78 Lead Hill Bl & Rocky Ridge Dr				78 Lead Hill Bl & Rocky Ridge Dr			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

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Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative				
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour		
Ov 143 958 42 20 258 304 95 252 151 Ov 396 536 329 Ov N/S Protected LOS: A E/W Protected V/C: 0.55		Ov 210 893 135 133 442 747 276 421 572 Ov 655 1,447 630 Ov N/S Protected LOS: D E/W Protected V/C: 0.86	Ov 139 965 41 20 261 307 78 214 155 Ov 420 565 370 Ov N/S Protected LOS: A E/W Protected V/C: 0.55		Ov 219 910 135 132 438 760 250 374 576 Ov 643 1,524 694 Ov N/S Protected LOS: D E/W Protected V/C: 0.87		Ov 120 755 32 26 337 358 78 273 130 Ov 497 488 308 Ov N/S Protected LOS: A E/W Protected V/C: 0.56		Ov 209 834 131 113 451 838 240 556 418 Ov 683 1,401 661 Ov N/S Protected LOS: E E/W Protected V/C: 0.91	
85 Pleasant Grove & Fairway			85 Pleasant Grove & Fairway			85 Pleasant Grove & Fairway				
lg 30 1,026 13 33 327 697 63 645 526 lg 392 1,336 917 lg N/S Protected LOS: C E/W Protected V/C: 0.75		lg 50 1,204 28 36 749 1,082 65 477 359 lg 525 1,250 866 lg N/S Protected LOS: E E/W Protected V/C: 1.00	lg 29 1,080 12 32 359 704 63 746 494 lg 375 1,463 877 lg N/S Protected LOS: C E/W Protected V/C: 0.80		lg 59 1,354 25 35 887 1,014 61 512 329 lg 480 1,329 856 lg N/S Protected LOS: F E/W Protected V/C: 1.11		lg 30 976 12 34 355 856 99 779 515 lg 360 1,467 1,022 lg N/S Protected LOS: C E/W Protected V/C: 0.81		lg 94 1,330 29 37 883 1,175 75 530 302 lg 553 1,234 952 lg N/S Protected LOS: F E/W Protected V/C: 1.13	
86 Pleasant Grove & Fiddymnt			86 Pleasant Grove & Fiddymnt			86 Pleasant Grove & Fiddymnt				
lg 9 6 126 53 1,350 63 20 2,299 25 lg 107 21 56 lg N/S Protected LOS: B E/W Protected V/C: 0.67		lg 15 7 65 68 2,101 103 9 2,153 10 lg 298 26 23 lg N/S Protected LOS: C E/W Protected V/C: 0.78	lg 9 7 125 67 1,374 63 20 2,337 23 lg 107 21 55 lg N/S Protected LOS: B E/W Protected V/C: 0.68		lg 15 9 65 76 2,158 103 9 2,273 9 lg 322 27 22 lg N/S Protected LOS: D E/W Protected V/C: 0.82		lg 8 6 123 74 1,453 63 19 2,357 24 lg 109 21 56 lg N/S Protected LOS: B E/W Protected V/C: 0.69		lg 19 9 64 78 2,187 105 5 2,305 11 lg 312 27 23 lg N/S Protected LOS: D E/W Protected V/C: 0.82	
87 Pleasant Grove & Gold Coast/Hallissy			87 Pleasant Grove & Gold Coast/Hallissy			87 Pleasant Grove & Gold Coast/Hallissy				
In 8 909 53 43 12 214 14 18 46 In 5 406 148 Ov N/S Protected LOS: A E/W Protected V/C: 0.32		In 25 837 86 58 27 306 14 14 35 In 73 1,370 302 Ov N/S Protected LOS: A E/W Protected V/C: 0.50	In 8 912 53 43 12 214 14 18 46 In 5 415 152 Ov N/S Protected LOS: A E/W Protected V/C: 0.32		In 25 850 86 56 27 321 14 14 35 In 73 1,431 290 Ov N/S Protected LOS: A E/W Protected V/C: 0.52		In 8 682 51 50 12 199 14 18 46 In 5 358 132 Ov N/S Protected LOS: A E/W Protected V/C: 0.26		In 24 784 107 80 26 285 14 14 35 In 73 1,282 277 Ov N/S Protected LOS: A E/W Protected V/C: 0.49	
88 Pleasant Grove & Highland Park			88 Pleasant Grove & Highland Park			88 Pleasant Grove & Highland Park				
Ov 63 122 53 52 476 81 111 903 11 Ov 21 109 119 Ov N/S Protected LOS: A E/W Protected V/C: 0.48		Ov 96 125 72 61 1,014 144 58 708 20 Ov 11 127 123 Ov N/S Protected LOS: A E/W Protected V/C: 0.53	Ov 113 124 52 86 448 82 137 987 11 Ov 20 178 120 Ov N/S Protected LOS: A E/W Protected V/C: 0.56		Ov 139 322 104 60 1,079 128 82 662 18 Ov 12 136 126 Ov N/S Protected LOS: B E/W Protected V/C: 0.66		Ov 68 129 26 94 452 93 135 1,056 10 Ov 22 269 177 Ov N/S Protected LOS: B E/W Protected V/C: 0.63		Ov 133 380 82 38 1,179 150 60 669 21 Ov 11 119 160 Ov N/S Protected LOS: C E/W Protected V/C: 0.72	
89 Pleasant Grove & Market			89 Pleasant Grove & Market			89 Pleasant Grove & Market				
In 53 0 79 24 967 0 52 1,578 0 In 0 0 0 In N/S Protected LOS: A E/W Protected V/C: 0.58		In 44 0 31 36 1,877 0 57 1,381 0 In 0 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.69	In 52 0 78 24 1,013 0 52 1,640 0 In 0 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.60		In 44 0 31 21 1,953 0 57 1,418 0 In 0 0 0 In N/S Protected LOS: C E/W Protected V/C: 0.72		In 61 0 22 21 1,144 0 55 1,808 0 In 0 0 0 In N/S Protected LOS: B E/W Protected V/C: 0.64		In 47 0 25 2 2,123 0 59 1,516 0 In 0 0 0 In N/S Protected LOS: C E/W Protected V/C: 0.78	
90 Pleasant Grove & Michener			90 Pleasant Grove & Michener			90 Pleasant Grove & Michener				

N/S

Protected

LOS: **D**

E/W

Protected

V/C: 0.86

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative			
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	
Ov 14 7 16 56 597 45 27 1,041 4 9 28 50 Ov 36 32 31 1,179 62 20 893 10 5 14 18 Ov 13 7 17 56 615 45 26 1,119 4 9 27 50 Ov 36 34 31 1,235 62 18 904 25 11 14 16 Ov 16 8 15 56 603 45 34 1,180 9 21 35 42 Ov 43 67 31 1,296 58 21 893 48 10 18 17 Ov 13 7 17 56 615 45 26 1,119 4 9 27 50 Ov 36 34 31 1,235 62 18 904 25 11 14 16 Ov 16 8 15 56 603 45 34 1,180 9 21 35 42 Ov 43 67 31 1,296 58 21 893 48 10 18 17 N/S Protected LOS: A E/W Protected V/C: 0.42 N/S Protected LOS: A E/W Protected V/C: 0.45 N/S Protected LOS: A E/W Protected V/C: 0.47 N/S Protected LOS: A E/W Protected V/C: 0.51		91 Pleasant Grove & Monument		91 Pleasant Grove & Monument		91 Pleasant Grove & Monument		91 Pleasant Grove & Monument	
In 7 0 24 4 980 0 10 1,583 0 0 0 In 23 0 57 76 1,844 0 11 1,378 0 0 0 In 6 0 25 4 1,025 0 10 1,644 0 0 0 In 23 0 58 77 1,920 0 11 1,414 0 0 0 In 6 0 21 3 1,166 0 11 1,819 0 0 0 In 24 0 55 73 2,098 0 12 1,517 0 0 0 N/S Permitted LOS: A E/W Protected V/C: 0.54 N/S Permitted LOS: C E/W Protected V/C: 0.70 N/S Permitted LOS: A E/W Protected V/C: 0.57 N/S Permitted LOS: C E/W Protected V/C: 0.73 N/S Permitted LOS: B E/W Protected V/C: 0.62 N/S Permitted LOS: C E/W Protected V/C: 0.78		92 Pleasant Grove & Rose Creek		92 Pleasant Grove & Rose Creek		92 Pleasant Grove & Rose Creek		92 Pleasant Grove & Rose Creek	
Ig 58 693 163 179 753 844 34 1,239 1,034 452 1,005 488 Ig 60 1,026 382 182 1,732 850 44 1,471 744 542 1,052 1,087 Ig 58 747 166 200 791 821 34 1,317 992 452 1,058 464 Ig 58 1,130 458 192 1,850 814 44 1,598 737 488 1,221 960 Ig 57 776 164 216 851 861 34 1,331 996 480 1,112 478 Ig 57 1,208 469 201 1,811 858 44 1,640 727 564 1,054 1,020 N/S Protected LOS: E E/W Protected V/C: 0.98 N/S Protected LOS: F E/W Protected V/C: 1.13 N/S Protected LOS: F E/W Protected V/C: 1.01 N/S Protected LOS: F E/W Protected V/C: 1.23 N/S Protected LOS: F E/W Protected V/C: 1.04 N/S Protected LOS: F E/W Protected V/C: 1.20		93 Pleasant Grove & Roseville Pkwy		93 Pleasant Grove & Roseville Pkwy		93 Pleasant Grove & Roseville Pkwy		93 Pleasant Grove & Roseville Pkwy	
Ov 21 0 106 50 946 0 2 1,479 0 0 0 Ov 7 0 105 199 1,674 0 12 1,281 0 0 0 Ov 21 0 106 54 987 0 2 1,541 0 0 0 Ov 7 0 118 204 1,745 0 12 1,305 0 0 0 Ov 20 0 108 51 1,131 0 2 1,715 0 0 0 Ov 6 0 107 230 1,898 0 11 1,419 0 0 0 N/S Permitted LOS: A E/W Protected V/C: 0.56 N/S Permitted LOS: B E/W Protected V/C: 0.64 N/S Permitted LOS: A E/W Protected V/C: 0.58 N/S Permitted LOS: B E/W Protected V/C: 0.67 N/S Permitted LOS: B E/W Protected V/C: 0.64 N/S Permitted LOS: C E/W Protected V/C: 0.71		94 Pleasant Grove & Sun City		94 Pleasant Grove & Sun City		94 Pleasant Grove & Sun City		94 Pleasant Grove & Sun City	
Ig 116 1,812 177 19 2 31 168 7 108 141 1,543 93 Ig 301 2,125 87 192 5 147 506 6 397 327 2,522 34 Ig 114 1,847 174 19 2 31 168 7 108 143 1,594 96 Ig 301 2,206 87 191 5 148 504 6 399 327 2,608 33 Ig 115 1,959 178 21 2 30 173 7 104 143 1,624 93 Ig 308 2,224 90 194 5 146 503 5 401 321 2,720 31 N/S Protected LOS: A E/W Protected V/C: 0.52 N/S Protected LOS: C E/W Protected V/C: 0.78 N/S Protected LOS: A E/W Protected V/C: 0.53 N/S Protected LOS: C E/W Protected V/C: 0.80 N/S Protected LOS: A E/W Protected V/C: 0.56 N/S Protected LOS: C E/W Protected V/C: 0.80		95 Pleasant Grove & Wal-Mart/Highland Pointe		95 Pleasant Grove & Wal-Mart/Highland Pointe		95 Pleasant Grove & Wal-Mart/Highland Pointe		95 Pleasant Grove & Wal-Mart/Highland Pointe	
Ov 162 479 98 132 929 161 117 1,740 62 135 1,055 303 Ov 103 1,058 119 187 2,141 320 54 1,690 169 219 687 343 Ov 251 469 98 133 956 159 159 1,763 65 139 1,086 316 Ov 133 1,118 114 187 2,197 345 140 1,796 157 204 623 360 Ov 199 450 97 137 1,042 150 140 1,792 67 121 1,087 309 Ov 123 1,116 114 187 2,222 344 170 1,843 161 202 584 344 N/S Protected LOS: D E/W Protected V/C: 0.85 N/S Protected LOS: D E/W Protected V/C: 0.82 N/S Protected LOS: D E/W Protected V/C: 0.87 N/S Protected LOS: D E/W Protected V/C: 0.86 N/S Protected LOS: D E/W Protected V/C: 0.87		96 Pleasant Grove & Washington		96 Pleasant Grove & Washington		96 Pleasant Grove & Washington		96 Pleasant Grove & Washington	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 0 0 0 0 2,120 12 0 71 226 LOS: B V/C: 0.62		In 0 0 0 0 1,707 137 0 238 234 LOS: A V/C: 0.58		In 0 0 0 0 2,189 11 0 148 0 LOS: B V/C: 0.64		In 0 0 0 0 1,774 187 0 7 0 LOS: B V/C: 0.60		In 0 0 0 0 2,222 11 0 162 0 LOS: B V/C: 0.65		In 0 0 0 0 1,891 202 0 7 0 LOS: B V/C: 0.63	
97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr				97 Pleasant Grove Bl & Country Club Dr			
In 134 454 155 125 1,410 241 155 647 536 LOS: B V/C: 0.63		In 180 845 358 136 1,242 177 335 571 323 LOS: D V/C: 0.84		In 131 468 150 132 1,464 241 154 732 549 LOS: B V/C: 0.65		In 202 911 406 138 1,276 178 336 623 350 LOS: D V/C: 0.87		In 143 460 162 164 1,575 210 152 852 468 LOS: C V/C: 0.73		In 194 1,091 431 139 1,368 176 320 579 378 LOS: E V/C: 0.94	
98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl				98 Pleasant Grove Bl & Woodcreek Oaks Bl			
In 5 270 63 7 1 1,387 0 6 20 LOS: A V/C: 0.54		In 15 1,548 76 11 8 6 2 827 96 LOS: A V/C: 0.59		In 5 268 63 7 2 1,391 0 6 20 LOS: A V/C: 0.54		In 15 1,558 76 11 6 825 2 96 96 LOS: B V/C: 0.60		In 5 287 63 5 2 1,408 0 5 20 LOS: A V/C: 0.54		In 14 1,581 76 12 8 5 3 839 96 LOS: B V/C: 0.61	
99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr				99 Rocky Ridge Dr & Maidu Dr			
In 0 260 27 0 0 0 0 1,276 3 LOS: A V/C: 0.51		In 0 1,465 159 0 0 0 0 834 86 LOS: A V/C: 0.49		In 0 258 27 0 0 0 0 1,279 3 LOS: A V/C: 0.52		In 0 1,475 160 0 0 0 0 831 85 LOS: A V/C: 0.49		In 0 276 27 0 0 0 0 1,295 3 LOS: A V/C: 0.52		In 0 1,471 185 0 0 0 0 845 87 LOS: A V/C: 0.50	
100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr				100 Rocky Ridge Dr & McLaren Dr			
In 3 266 63 6 26 35 11 1,295 83 LOS: A V/C: 0.59		In 30 1,332 47 6 21 127 50 824 42 LOS: B V/C: 0.67		In 3 265 61 6 26 35 11 1,295 86 LOS: A V/C: 0.59		In 30 1,338 47 6 21 129 50 823 42 LOS: B V/C: 0.67		In 2 283 70 6 26 36 11 1,321 76 LOS: B V/C: 0.60		In 29 1,348 48 6 21 127 51 833 42 LOS: B V/C: 0.67	
101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr				101 Rocky Ridge Dr & Professional Dr			
In 3 34 60 21 147 0 0 0 0 LOS: A V/C: 0.09		In 30 246 51 26 249 0 0 0 0 LOS: A V/C: 0.27		In 3 34 55 21 147 0 0 0 0 LOS: A V/C: 0.09		In 30 264 46 26 249 0 0 0 0 LOS: A V/C: 0.28		In 3 35 88 21 147 0 0 0 0 LOS: A V/C: 0.10		In 30 304 62 26 249 0 0 0 0 LOS: A V/C: 0.31	
102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr				102 Rocky Ridge Dr & Stone Point Dr			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 000 0 1,781 72 0 2,032 84 In		In 000 0 1,968 432 0 2,185 172 In		In 000 0 1,809 73 0 2,017 84 In		In 000 0 1,952 458 0 2,213 185 In		In 000 0 1,901 72 0 2,078 90 In		In 000 0 1,912 444 0 2,321 184 In	
N/S E/W	Protected Protected	LOS: A V/C: 0.59	LOS: D V/C: 0.83	N/S E/W	Protected Protected	LOS: A V/C: 0.59	LOS: D V/C: 0.86	N/S E/W	Protected Protected	LOS: B V/C: 0.60	LOS: D V/C: 0.87
103 Roseville Parkway & Chase				103 Roseville Parkway & Chase				103 Roseville Parkway & Chase			
Ov 752 74 1,775 51 91 2,030 23 Ov		Ov 3015 234 2,430 40 95 2,676 7 Ov		Ov 742 73 1,792 51 96 2,031 24 Ov		Ov 3115 224 2,433 40 96 2,692 7 Ov		Ov 712 67 1,758 51 71 2,019 23 Ov		Ov 3535 166 2,358 39 96 2,720 8 Ov	
N/S E/W	Split Phase Protected	LOS: A V/C: 0.53	LOS: C V/C: 0.79	N/S E/W	Split Phase Protected	LOS: A V/C: 0.53	LOS: C V/C: 0.80	N/S E/W	Split Phase Protected	LOS: A V/C: 0.53	LOS: D V/C: 0.84
104 Roseville Parkway & Creekside Ridge				104 Roseville Parkway & Creekside Ridge				104 Roseville Parkway & Creekside Ridge			
Ov 2514 410 1,576 5 266 1,891 8 Ov		Ov 3193 1,081 2,055 15 206 2,053 3 Ov		Ov 2514 410 1,605 5 255 1,887 8 Ov		Ov 2983 1,092 2,086 15 192 2,095 3 Ov		Ov 2614 398 1,685 5 276 1,923 8 Ov		Ov 3253 1,073 2,005 15 212 2,179 3 Ov	
N/S E/W	Permitted Protected	LOS: D V/C: 0.89	LOS: D V/C: 0.84	N/S E/W	Permitted Protected	LOS: D V/C: 0.88	LOS: D V/C: 0.84	N/S E/W	Permitted Protected	LOS: D V/C: 0.88	LOS: D V/C: 0.83
105 Roseville Parkway & Gibson				105 Roseville Parkway & Gibson				105 Roseville Parkway & Gibson			
Ov 4990 7 1,874 287 297 2,224 396 Ig		Ov 231188 35 2,574 247 78 2,340 677 Ig		Ov 4890 8 1,887 287 295 2,228 390 Ig		Ov 204216 35 2,559 261 83 2,339 683 Ig		Ov 6475 6 1,950 239 342 2,237 403 Ig		Ov 257160 35 2,519 239 84 2,391 695 Ig	
N/S E/W	Protected Protected	LOS: C V/C: 0.75	LOS: E V/C: 0.92	N/S E/W	Protected Protected	LOS: C V/C: 0.75	LOS: E V/C: 0.91	N/S E/W	Protected Protected	LOS: C V/C: 0.71	LOS: E V/C: 0.95
106 Roseville Parkway & N. Sunrise				106 Roseville Parkway & N. Sunrise				106 Roseville Parkway & N. Sunrise			
Ig 221 8 2,221 270 13 2,031 117 Ig		Ig 80167 91 2,310 230 35 2,822 169 Ig		Ig 221 8 2,242 269 13 2,026 116 Ig		Ig 80173 4 2,361 237 35 2,871 118 Ig		Ig 220 8 2,310 271 13 2,038 118 Ig		Ig 80170 10 2,254 231 35 2,895 164 Ig	
N/S E/W	Split Phase Protected	LOS: A V/C: 0.55	LOS: C V/C: 0.79	N/S E/W	Split Phase Protected	LOS: A V/C: 0.55	LOS: C V/C: 0.80	N/S E/W	Split Phase Protected	LOS: A V/C: 0.55	LOS: C V/C: 0.80
107 Roseville Parkway & Reserve				107 Roseville Parkway & Reserve				107 Roseville Parkway & Reserve			
Ov 4830 87 1,675 0 336 1,925 2 Ov		Ov 4400 113 1,311 2,239 7 616 1,844 2 Ov		Ov 4830 87 1,683 0 336 1,928 2 Ov		Ov 4400 112 1,311 2,237 7 612 1,835 2 Ov		Ov 4940 86 1,699 0 333 1,920 2 Ov		Ov 4470 113 1,331 2,172 7 671 1,827 2 Ov	
N/S E/W	Split Phase Protected	LOS: A V/C: 0.55	LOS: C V/C: 0.77	N/S E/W	Split Phase Protected	LOS: A V/C: 0.56	LOS: C V/C: 0.77	N/S E/W	Split Phase Protected	LOS: A V/C: 0.56	LOS: C V/C: 0.77
108 Roseville Parkway & Secret Ravine				108 Roseville Parkway & Secret Ravine				108 Roseville Parkway & Secret Ravine			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 115 132 586 195 1,945 58 Ov LOS: D V/C: 0.85		Ov 142 367 478 221 2,360 332 Ov LOS: D V/C: 0.85		Ov 119 135 578 196 1,944 58 Ov LOS: D V/C: 0.85		Ov 143 374 478 218 2,354 345 Ov LOS: D V/C: 0.85		Ov 115 148 596 196 1,937 47 Ov LOS: D V/C: 0.88		Ov 141 356 503 211 2,399 276 Ov LOS: D V/C: 0.83	
109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor				109 Roseville Parkway & Taylor			
Ig 61 1 16 32 2,177 6 Ig LOS: A V/C: 0.46		Ig 179 1 90 160 2,986 41 Ig LOS: A V/C: 0.58		Ig 66 1 16 35 2,171 6 Ig LOS: A V/C: 0.47		Ig 169 1 90 165 3,036 41 Ig LOS: A V/C: 0.59		Ig 70 1 16 39 2,190 6 Ig LOS: A V/C: 0.48		Ig 177 2 90 209 3,053 43 Ig LOS: A V/C: 0.59	
110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall				110 Roseville Parkway & West Mall			
In 0 1,790 127 0 0 0 In LOS: A V/C: 0.54		In 0 1,774 118 0 0 0 In LOS: B V/C: 0.63		In 0 1,793 127 0 0 0 In LOS: A V/C: 0.54		In 0 1,764 118 0 0 0 In LOS: B V/C: 0.63		In 0 1,782 129 0 0 0 In LOS: A V/C: 0.54		In 0 1,754 121 0 0 0 In LOS: B V/C: 0.62	
111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr				111 Roseville Pw & Alexandra Dr			
Ov 3 369 77 5 112 381 Ov LOS: B V/C: 0.60		Ov 36 734 549 38 535 553 Ov LOS: C V/C: 0.71		Ov 3 364 77 5 112 374 Ov LOS: A V/C: 0.54		Ov 36 946 363 37 718 379 Ov LOS: C V/C: 0.76		Ov 4 340 76 4 123 455 Ov LOS: A V/C: 0.56		Ov 37 869 520 39 661 469 Ov LOS: C V/C: 0.75	
112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd				112 Roseville Pw & Eureka Rd			
Ov 68 1,794 23 30 11 144 Ov LOS: B V/C: 0.61		Ov 57 1,851 11 143 27 257 Ov LOS: B V/C: 0.65		Ov 68 1,797 23 30 11 144 Ov LOS: B V/C: 0.61		Ov 57 1,860 11 145 27 254 Ov LOS: B V/C: 0.65		Ov 63 1,790 23 30 11 145 Ov LOS: B V/C: 0.61		Ov 58 1,882 11 146 27 277 Ov LOS: B V/C: 0.68	
113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto				113 Roseville Pw & Lead Hill/Orvieto			
In 0 0 0 0 890 19 In LOS: A V/C: 0.42		In 0 0 0 0 1,174 128 In LOS: A V/C: 0.50		In 0 0 0 0 877 19 In LOS: A V/C: 0.41		In 0 0 0 0 1,207 128 In LOS: A V/C: 0.51		In 0 0 0 0 935 19 In LOS: A V/C: 0.42		In	

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

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Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
In Ov 49 3 14 9 732 2 231 388 24 In N/S Split Phase LOS: A E/W Protected V/C: 0.51		In Ov 239 75 12 9 634 38 33 837 62 In N/S Split Phase LOS: A E/W Protected V/C: 0.52	In Ov 48 3 14 8 731 2 233 389 24 In N/S Split Phase LOS: A E/W Protected V/C: 0.51		In Ov 245 72 12 10 633 39 28 842 64 In N/S Split Phase LOS: A E/W Protected V/C: 0.53	In Ov 52 3 14 3 771 2 248 417 24 In N/S Split Phase LOS: A E/W Protected V/C: 0.54		In Ov 249 79 12 10 646 39 35 848 87 In N/S Split Phase LOS: A E/W Protected V/C: 0.54
121 S Cirby Wy & Champion Oaks Dr			121 S Cirby Wy & Champion Oaks Dr			121 S Cirby Wy & Champion Oaks Dr		
In In 0 80 319 266 0 240 0 0 0 In N/S Protected LOS: C E/W Permitted V/C: 0.75		In In 0 528 316 424 0 441 0 0 0 Ov N/S Protected LOS: C E/W Permitted V/C: 0.73	In In 0 77 322 267 0 242 0 0 0 Ov N/S Protected LOS: C E/W Permitted V/C: 0.75		In In 0 534 312 427 0 443 0 0 0 Ov N/S Protected LOS: C E/W Permitted V/C: 0.73	In In 0 117 317 280 0 212 0 0 0 Ov N/S Protected LOS: C E/W Permitted V/C: 0.77		In In 0 529 324 421 0 459 0 0 0 Ov N/S Protected LOS: C E/W Permitted V/C: 0.74
122 S Cirby Wy & Old Auburn Rd			122 S Cirby Wy & Old Auburn Rd			122 S Cirby Wy & Old Auburn Rd		
In In 175 0 52 27 292 18 65 225 11 In N/S Split Phase LOS: A E/W Protected V/C: 0.29		In In 128 0 13 30 299 12 176 444 23 In N/S Split Phase LOS: A E/W Protected V/C: 0.33	In In 175 0 52 27 293 18 65 225 11 In N/S Split Phase LOS: A E/W Protected V/C: 0.29		In In 128 0 13 30 299 12 176 441 23 In N/S Split Phase LOS: A E/W Protected V/C: 0.33	In In 176 0 52 27 303 19 64 223 10 In N/S Split Phase LOS: A E/W Protected V/C: 0.29		In In 129 0 13 306 11 177 506 25 In N/S Split Phase LOS: A E/W Protected V/C: 0.33
123 Secret Ravine & Scarborough/ Poppy Field			123 Secret Ravine & Scarborough/ Poppy Field			123 Secret Ravine & Scarborough/ Poppy Field		
In In 49 809 4 1 3 92 16 144 In N/S Protected LOS: A E/W Permitted V/C: 0.51		In In 64 1,014 2 1 0 25 0 49 In N/S Protected LOS: A E/W Permitted V/C: 0.45	In In 49 805 4 1 3 92 16 144 In N/S Protected LOS: A E/W Permitted V/C: 0.51		In In 64 1,014 2 1 0 25 0 49 In N/S Protected LOS: A E/W Permitted V/C: 0.45	In In 49 827 4 1 3 93 16 143 In N/S Protected LOS: A E/W Permitted V/C: 0.52		In In 66 1,079 2 1 0 26 0 48 In N/S Protected LOS: A E/W Permitted V/C: 0.47
124 Sierra College & Miners Ravine			124 Sierra College & Miners Ravine			124 Sierra College & Miners Ravine		
Ov Ov 57 686 1 2 1 134 1 174 Ov N/S Protected LOS: A E/W Permitted V/C: 0.50		Ov Ov 168 821 1 3 5 189 2 243 Ov N/S Protected LOS: A E/W Permitted V/C: 0.59	Ov Ov 57 682 1 2 1 135 1 174 Ov N/S Protected LOS: A E/W Permitted V/C: 0.50		Ov Ov 168 825 1 3 5 189 2 240 Ov N/S Protected LOS: A E/W Permitted V/C: 0.59	Ov Ov 61 703 1 2 1 133 1 175 Ov N/S Protected LOS: A E/W Permitted V/C: 0.50		Ov Ov 169 840 1 3 5 199 2 292 Ov N/S Protected LOS: B E/W Permitted V/C: 0.63
125 Sierra College & Secret Ravine			125 Sierra College & Secret Ravine			125 Sierra College & Secret Ravine		
Ig Ig 52 607 253 123 539 12 106 301 20 Ig N/S Protected LOS: B E/W Protected V/C: 0.63		Ig Ig 203 1,454 232 232 398 43 97 517 529 Ig N/S Protected LOS: A E/W Protected V/C: 0.58	Ig Ig 52 612 252 129 522 12 107 300 20 Ig N/S Protected LOS: B E/W Protected V/C: 0.62		Ig Ig 205 1,448 218 230 395 43 96 532 509 Ig N/S Protected LOS: A E/W Protected V/C: 0.57	Ig Ig 51 642 258 93 592 12 110 312 21 Ig N/S Protected LOS: B E/W Protected V/C: 0.67		Ig Ig 211 1,454 254 224 440 41 97 583 557 Ig N/S Protected LOS: A E/W Protected V/C: 0.59
126 Sierra College Bl & Eureka Rd			126 Sierra College Bl & Eureka Rd			126 Sierra College Bl & Eureka Rd		

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
127 Sierra College Bl & Indigo Creek Apts		127 Sierra College Bl & Indigo Creek Apts		127 Sierra College Bl & Indigo Creek Apts	
128 Sierra College Bl & Old Auburn Rd		128 Sierra College Bl & Old Auburn Rd		128 Sierra College Bl & Old Auburn Rd	
129 Sierra College Bl & Olympus Dr		129 Sierra College Bl & Olympus Dr		129 Sierra College Bl & Olympus Dr	
130 Stanford Ranch & Fairway		130 Stanford Ranch & Fairway		130 Stanford Ranch & Fairway	
131 Stanford Ranch & Five Star		131 Stanford Ranch & Five Star		131 Stanford Ranch & Five Star	
132 Stanford Ranch & Highland Park		132 Stanford Ranch & Highland Park		132 Stanford Ranch & Highland Park	

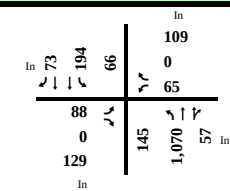
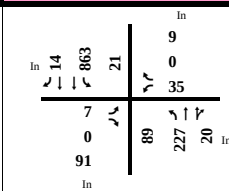
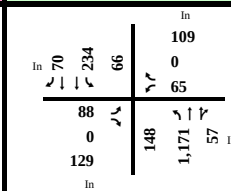
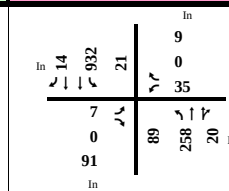
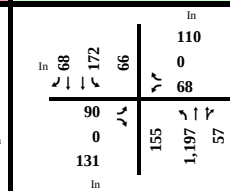
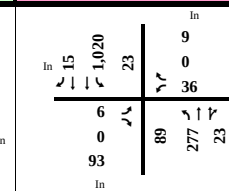
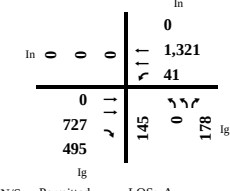
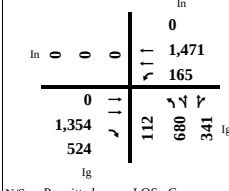
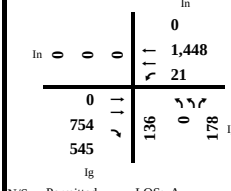
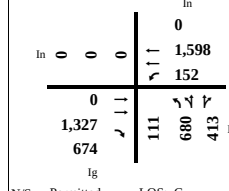
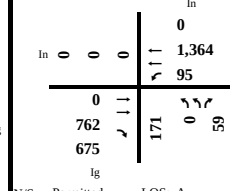
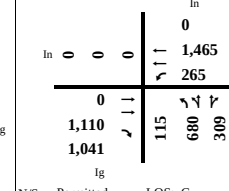
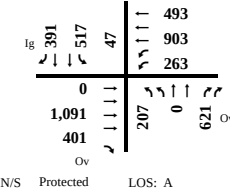
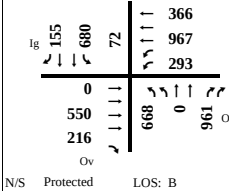
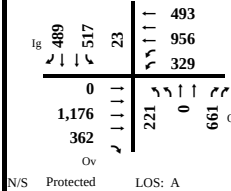
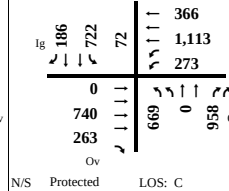
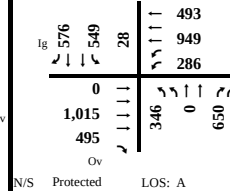
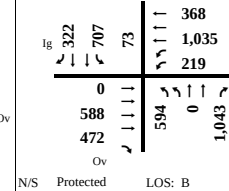
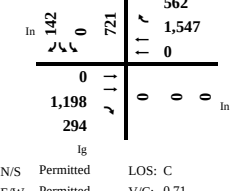
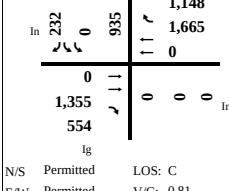
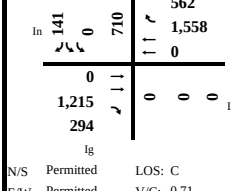
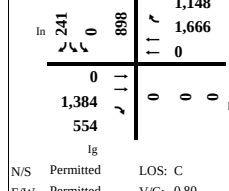
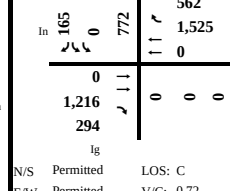
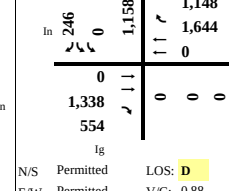
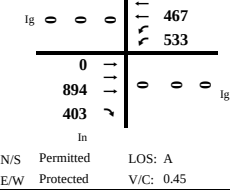
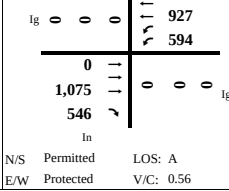
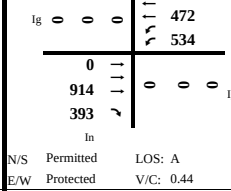
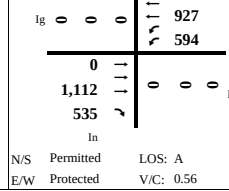
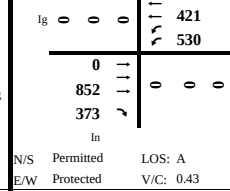
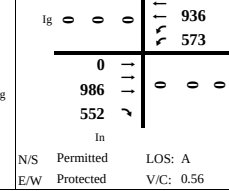
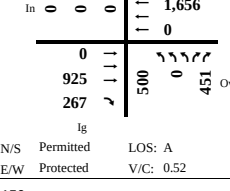
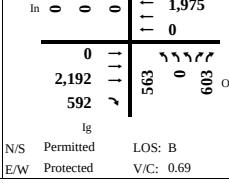
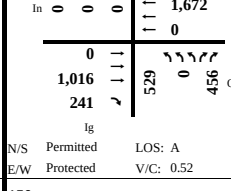
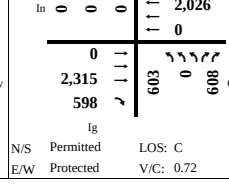
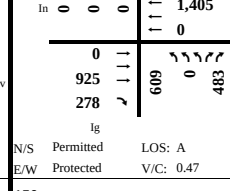
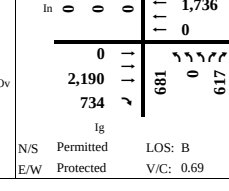
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 4494113566 41375024 26371,59287In 28In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 511,752676 67381738 11381,43563In 63In N/S Protected LOS: C E/W Permitted V/C: 0.73		In 4494113564 41375023 26391,59986In 28In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 501,759677 67391839 12381,42963In 61In N/S Protected LOS: C E/W Permitted V/C: 0.74		In 4297513660 39374925 28381,64987In 27In N/S Protected LOS: C E/W Permitted V/C: 0.75		In 481,784580 65391939 11381,47662In 64In N/S Protected LOS: C E/W Permitted V/C: 0.75	
133 Sunrise & Coloma				133 Sunrise & Coloma				133 Sunrise & Coloma			
In 31,46819 23372 823,37024In 14In N/S Protected LOS: A E/W Split Phase V/C: 0.59		In 1852,276722 272370 0282,08158In 242In N/S Protected LOS: D E/W Split Phase V/C: 0.90		In 41,468110 21372 823,37127In 14In N/S Protected LOS: A E/W Split Phase V/C: 0.59		In 1942,260823 24239 0332,07459In 273In N/S Protected LOS: E E/W Split Phase V/C: 0.92		In 21,53919 29342 8272,41737In 14In N/S Protected LOS: B E/W Split Phase V/C: 0.61		In 1942,278822 25271 0582,11055In 264In N/S Protected LOS: E E/W Split Phase V/C: 0.94	
134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington				134 Sunrise & Sandringham/Kensington			
In 481,4453044 4824 2992,37022In 2In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 822,3683663 513622 1882,09637In 11In N/S Protected LOS: C E/W Permitted V/C: 0.70		In 481,4443044 4724 2992,36922In 2In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 832,3633765 513790 1892,08537In 11In N/S Protected LOS: C E/W Permitted V/C: 0.70		In 481,5163044 4716 2992,41422In 2In N/S Protected LOS: B E/W Permitted V/C: 0.64		In 822,3813663 513622 1892,12237In 11In N/S Protected LOS: C E/W Permitted V/C: 0.70	
135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington				135 Sunrise & Sun Tree/Kensington			
In 01,0989034 037 001,67334In 0In N/S Protected LOS: B E/W Split Phase V/C: 0.65		In 01,7058560 049 001,56137In 0In N/S Protected LOS: B E/W Split Phase V/C: 0.62		In 01,0989034 036 001,67734In 0In N/S Protected LOS: B E/W Split Phase V/C: 0.65		In 01,7118560 049 001,55737In 0In N/S Protected LOS: B E/W Split Phase V/C: 0.62		In 01,1319035 037 001,72233In 0In N/S Protected LOS: B E/W Split Phase V/C: 0.67		In 01,7338360 049 001,60536In 0In N/S Protected LOS: B E/W Split Phase V/C: 0.64	
136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr				136 Sunrise Av & Frances Dr			
In 042937231 04 007152In 0In N/S Protected LOS: A E/W Protected V/C: 0.39		In 084229647 03 007628In 0In N/S Protected LOS: A E/W Protected V/C: 0.46		In 043838235 04 007142In 0In N/S Protected LOS: A E/W Protected V/C: 0.40		In 085628446 03 007798In 0In N/S Protected LOS: A E/W Protected V/C: 0.45		In 043137285 04 006572In 0In N/S Protected LOS: A E/W Protected V/C: 0.41		In 08333152 04 007156In 0In N/S Protected LOS: A E/W Protected V/C: 0.45	
137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr				137 Sunrise Av & Oak Ridge Dr			
In 3609141145 472 841,210101In 6In N/S Protected LOS: B E/W Split Phase V/C: 0.61		In 191,566236333 14214 3595481In 4In N/S Protected LOS: C E/W Split Phase V/C: 0.71		In 3595147146 472 841,257103In 6In N/S Protected LOS: B E/W Split Phase V/C: 0.63		In 191,618256321 4226 3590582In 4In N/S Protected LOS: C E/W Split Phase V/C: 0.73		In 3563152159 471 841,220113In 5In N/S Protected LOS: B E/W Split Phase V/C: 0.63		In 201,594282318 14225 485082In 4In N/S Protected LOS: C E/W Split Phase V/C: 0.72	
138 Washington & Diamond Oaks				138 Washington & Diamond Oaks				138 Washington & Diamond Oaks			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
139 Washington & Sawtell/Derek		139 Washington & Sawtell/Derek		139 Washington & Sawtell/Derek	
140 Washington Bl & Hallissy Dr		140 Washington Bl & Hallissy Dr		140 Washington Bl & Hallissy Dr	
141 Woodcreek Oaks & Baseline		141 Woodcreek Oaks & Baseline		141 Woodcreek Oaks & Baseline	
142 Woodcreek Oaks & Canevari/Arsenault		142 Woodcreek Oaks & Canevari/Arsenault		142 Woodcreek Oaks & Canevari/Arsenault	
143 Woodcreek Oaks & Horncastle		143 Woodcreek Oaks & Horncastle		143 Woodcreek Oaks & Horncastle	
144 Woodcreek Oaks & Mcanally		144 Woodcreek Oaks & Mcanally		144 Woodcreek Oaks & Mcanally	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
 N/S Protected LOS: A E/W Protected V/C: 0.57	 N/S Protected LOS: A E/W Protected V/C: 0.45	 N/S Protected LOS: B E/W Protected V/C: 0.61	 N/S Protected LOS: A E/W Protected V/C: 0.47	 N/S Protected LOS: B E/W Protected V/C: 0.62	 N/S Protected LOS: A E/W Protected V/C: 0.50
145 Woodcreek Oaks & Traillee		145 Woodcreek Oaks & Traillee		145 Woodcreek Oaks & Traillee	
 N/S Permitted LOS: A E/W Protected V/C: 0.49	 N/S Permitted LOS: C E/W Protected V/C: 0.79	 N/S Permitted LOS: A E/W Protected V/C: 0.53	 N/S Permitted LOS: C E/W Protected V/C: 0.77	 N/S Permitted LOS: A E/W Protected V/C: 0.51	 N/S Permitted LOS: C E/W Protected V/C: 0.77
146 SR 65 N/B Off & Blue Oaks Blvd		146 SR 65 N/B Off & Blue Oaks Blvd		146 SR 65 N/B Off & Blue Oaks Blvd	
 N/S Protected LOS: A E/W Protected V/C: 0.44	 N/S Protected LOS: B E/W Protected V/C: 0.66	 N/S Protected LOS: A E/W Protected V/C: 0.46	 N/S Protected LOS: C E/W Protected V/C: 0.71	 N/S Protected LOS: A E/W Protected V/C: 0.51	 N/S Protected LOS: B E/W Protected V/C: 0.66
147 Washington Blvd & Blue Oaks Blvd		147 Washington Blvd & Blue Oaks Blvd		147 Washington Blvd & Blue Oaks Blvd	
 N/S Permitted LOS: C E/W Permitted V/C: 0.71	 N/S Permitted LOS: C E/W Permitted V/C: 0.81	 N/S Permitted LOS: C E/W Permitted V/C: 0.71	 N/S Permitted LOS: C E/W Permitted V/C: 0.80	 N/S Permitted LOS: C E/W Permitted V/C: 0.72	 N/S Permitted LOS: D E/W Permitted V/C: 0.88
148 I-80 WB Off & Douglas Blvd		148 I-80 WB Off & Douglas Blvd		148 I-80 WB Off & Douglas Blvd	
 N/S Permitted LOS: A E/W Protected V/C: 0.45	 N/S Permitted LOS: A E/W Protected V/C: 0.56	 N/S Permitted LOS: A E/W Protected V/C: 0.44	 N/S Permitted LOS: A E/W Protected V/C: 0.56	 N/S Permitted LOS: A E/W Protected V/C: 0.43	 N/S Permitted LOS: A E/W Protected V/C: 0.56
149 I-80 WB On & Atlantic St		149 I-80 WB On & Atlantic St		149 I-80 WB On & Atlantic St	
 N/S Permitted LOS: A E/W Protected V/C: 0.52	 N/S Permitted LOS: B E/W Protected V/C: 0.69	 N/S Permitted LOS: A E/W Protected V/C: 0.52	 N/S Permitted LOS: C E/W Protected V/C: 0.72	 N/S Permitted LOS: A E/W Protected V/C: 0.47	 N/S Permitted LOS: B E/W Protected V/C: 0.69
150 SR 65 N/B Off & Pleasant Grove Blvd		150 SR 65 N/B Off & Pleasant Grove Blvd		150 SR 65 N/B Off & Pleasant Grove Blvd	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
151 SR 65 S/B Off & Pleasant Grove Blvd			151 SR 65 S/B Off & Pleasant Grove Blvd			151 SR 65 S/B Off & Pleasant Grove Blvd		
152 I-80 WB Off & Riverside Ave			152 I-80 WB Off & Riverside Ave			152 I-80 WB Off & Riverside Ave		
153 Stanford Ranch & Sr-65 N/B On			153 Stanford Ranch & Sr-65 N/B On			153 Stanford Ranch & Sr-65 N/B On		
154 Stanford Ranch/Galleria & Sr-65 S/B On			154 Stanford Ranch/Galleria & Sr-65 S/B On			154 Stanford Ranch/Galleria & Sr-65 S/B On		
155 Taylor & Eureka I-80 EB Off			155 Taylor & Eureka I-80 EB Off			155 Taylor & Eureka I-80 EB Off		
156 Fairway & Highland Park			156 Fairway & Highland Park			156 Fairway & Highland Park		

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 01,0088643 0000 41701872 13701,60895 In N/S Protected LOS: C E/W Protected V/C: 0.76		In 01,51295503 0000 37008595 19801,42995 In N/S Protected LOS: E E/W Protected V/C: 0.91		In 01,0108643 0000 41601864 13801,60564 In N/S Protected LOS: C E/W Protected V/C: 0.76		In 01,52389513 0000 37108094 19501,43794 In N/S Protected LOS: E E/W Protected V/C: 0.91		In 01,0638542 0000 41801865 13601,67265 In N/S Protected LOS: C E/W Protected V/C: 0.79		In 01,57581505 0000 35808399 19601,49699 In N/S Protected LOS: E E/W Protected V/C: 0.92	
157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave				157 I-80 EB Off/Orlando & Riverside Ave			
In 0000 0000 1280300208 160208 In N/S Permitted LOS: A E/W Protected V/C: 0.23		In 0000 0000 5840190271 58271 In N/S Permitted LOS: A E/W Protected V/C: 0.41		In 0000 0000 1280300209 16209 In N/S Permitted LOS: A E/W Protected V/C: 0.23		In 0000 0000 5800190271 67271 In N/S Permitted LOS: A E/W Protected V/C: 0.41		In 0000 0000 1310320220 16220 In N/S Permitted LOS: A E/W Protected V/C: 0.22		In 0000 0000 5990190265 89265 In N/S Permitted LOS: A E/W Protected V/C: 0.42	
158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn				158 Roseville Rkwy & Old Auburn			
In 3861400 23000 14804431,207 In N/S Protected LOS: B E/W Permitted V/C: 0.60		In 2490800 52000 3220203474 In N/S Protected LOS: B E/W Permitted V/C: 0.65		In 3969300 23000 14804801,243 In N/S Protected LOS: B E/W Permitted V/C: 0.65		In 5593400 52000 3520200500 In N/S Protected LOS: B E/W Permitted V/C: 0.68		In 4463400 24000 14405161,199 In N/S Protected LOS: B E/W Permitted V/C: 0.65		In 5490900 57000 3670171527 In N/S Protected LOS: B E/W Permitted V/C: 0.66	
159 Washington Blvd & Industrial				159 Washington Blvd & Industrial				159 Washington Blvd & Industrial			
Ov 4651726559 31204211,366 22001,366 In N/S Protected LOS: C E/W Permitted V/C: 0.70		Ov 321,340291113 519044826 4880826 In N/S Protected LOS: B E/W Permitted V/C: 0.64		Ov 5246726558 35204281,407 22001,407 In N/S Protected LOS: C E/W Permitted V/C: 0.71		Ov 301,385276111 619046729 4960729 In N/S Protected LOS: B E/W Permitted V/C: 0.66		Ov 4344327860 33204221,451 21001,451 In N/S Protected LOS: C E/W Permitted V/C: 0.73		Ov 271,424285112 588041710 4910710 In N/S Protected LOS: B E/W Permitted V/C: 0.67	
160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC				160 Foothills Blvd & HP Far South/ NEC			
In 0000 0000 2,765000 0000 In N/S Protected LOS: B E/W Protected V/C: 0.60		In 0000 0000 1,705000 0000 In N/S Protected LOS: A E/W Protected V/C: 0.58		In 0000 0000 2,821000 0000 In N/S Protected LOS: B E/W Protected V/C: 0.62		In 0000 0000 1,786000 0000 In N/S Protected LOS: B E/W Protected V/C: 0.60		In 0000 0000 2,826000 0000 In N/S Protected LOS: B E/W Protected V/C: 0.61		In 0000 0000 1,708000 0000 In N/S Protected LOS: B E/W Protected V/C: 0.60	
161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow				161 Blue Oaks Blvd & Wood Meadow			
In 0025539611 0000 0000 2820896 Ig N/S Protected LOS: A E/W Permitted V/C: 0.48		In 00325117450 0000 0000 240621 Ig N/S Protected LOS: B E/W Permitted V/C: 0.67		In 0025540111 0000 0000 281891 Ig N/S Protected LOS: A E/W Permitted V/C: 0.48		In 00326131459 0000 0000 248607 Ig N/S Protected LOS: B E/W Permitted V/C: 0.68		In 0025339611 0000 0000 280898 Ig N/S Protected LOS: A E/W Permitted V/C: 0.48		In 00320120448 0000 0000 232620 Ig N/S Protected LOS: B E/W Permitted V/C: 0.67	
162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd				162 Gibson Rd & New Convention Center Rd			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
In 0 0 0 0 0 0 0 116 234 0 340 52 73 0 369 In LOS: A V/C: 0.35 In 0 0 0 0 0 0 0 331 485 0 165 97 61 0 326 In LOS: A V/C: 0.31		In 0 0 0 0 0 0 0 22 261 0 82 72 26 0 445 In LOS: A V/C: 0.16 In 0 0 0 0 0 0 0 111 429 0 45 38 97 0 405 In LOS: A V/C: 0.24		In 0 0 0 0 0 0 0 452 173 0 996 132 172 0 434 In LOS: D V/C: 0.84 In 0 0 0 0 0 0 0 1,067 438 0 722 255 181 0 240 In LOS: D V/C: 0.83							
163 Blue Oaks Blvd & West Side Dr				163 Blue Oaks Blvd & West Side Dr				163 Blue Oaks Blvd & West Side Dr			
Ov 186 103 266 0 0 0 0 52 319 61 105 915 98 101 117 117 Ov LOS: A V/C: 0.52 Ov 123 86 115 0 0 0 0 293 1,067 115 239 491 81 56 54 59 Ov LOS: A V/C: 0.53		Ov 180 109 297 0 0 0 0 60 221 60 90 756 91 132 135 124 Ov LOS: A V/C: 0.51 Ov 69 143 122 0 0 0 0 306 842 149 232 412 140 55 57 58 Ov LOS: A V/C: 0.49		Ov 244 92 211 0 0 0 0 49 429 61 122 1,347 96 152 122 119 Ov LOS: A V/C: 0.58 Ov 122 113 102 0 0 0 0 226 1,393 160 266 718 179 90 76 57 Ov LOS: B V/C: 0.64							
164 Blue Oaks Blvd & Hayden Pkwy				164 Blue Oaks Blvd & Hayden Pkwy				164 Blue Oaks Blvd & Hayden Pkwy			
Ov 214 1,514 174 0 0 0 0 157 0 0 542 0 21 26 1,652 9 In LOS: B V/C: 0.69 Ov 676 1,678 159 0 0 0 0 260 0 0 365 0 8 27 1,671 23 In LOS: B V/C: 0.69		Ov 215 1,496 220 0 0 0 0 155 0 0 573 0 43 26 1,693 9 In LOS: C V/C: 0.74 Ov 790 1,596 179 0 0 0 0 316 0 0 371 0 8 42 1,634 23 In LOS: C V/C: 0.72		Ov 338 1,333 329 0 0 0 0 161 0 0 733 0 48 30 1,662 9 In LOS: D V/C: 0.86 Ov 870 1,625 180 0 0 0 0 474 0 4 498 0 10 57 1,423 23 In LOS: D V/C: 0.84							
165 Fiddymt Rd & Westhills Dr				165 Fiddymt Rd & Westhills Dr				165 Fiddymt Rd & Westhills Dr			
Ov 88 1,060 306 0 0 0 0 290 191 25 170 476 5 17 1,260 42 Ov LOS: A V/C: 0.57 Ov 226 1,528 361 0 0 0 0 344 541 40 128 311 10 15 1,209 34 Ov LOS: B V/C: 0.63		Ov 253 1,147 304 0 0 0 0 221 281 27 664 577 6 23 1,495 45 Ov LOS: E V/C: 0.95 Ov 706 1,625 232 0 0 0 0 343 630 47 361 410 18 15 1,363 36 Ov LOS: D V/C: 0.89		Ov 111 883 270 0 0 0 0 244 249 18 368 719 4 13 1,656 35 Ov LOS: D V/C: 0.88 Ov 435 1,753 259 0 0 0 0 322 759 38 156 417 15 13 1,093 24 Ov LOS: C V/C: 0.78							
166 Pleasant Grove Blvd & West Side Dr				166 Pleasant Grove Blvd & West Side Dr				166 Pleasant Grove Blvd & West Side Dr			
In 0 0 0 0 0 0 0 34 0 70 0 0 0 0 1,653 37 In LOS: A V/C: 0.48 In 0 0 0 0 0 0 0 10 0 30 0 0 0 0 1,692 58 In LOS: A V/C: 0.41		In 0 0 0 0 0 0 0 20 0 70 0 0 0 0 1,708 37 In LOS: A V/C: 0.49 In 0 0 0 0 0 0 0 10 0 31 0 0 0 0 1,671 58 In LOS: A V/C: 0.41		In 0 0 0 0 0 0 0 38 0 73 0 0 0 0 1,662 40 In LOS: A V/C: 0.49 In 0 0 0 0 0 0 0 10 0 30 0 0 0 0 1,469 59 In LOS: A V/C: 0.38							
167 Fiddymt Rd & Westlake Dr				167 Fiddymt Rd & Westlake Dr				167 Fiddymt Rd & Westlake Dr			
In 0 0 0 0 0 0 0 0 7 126 0 6 155 54 0 39 In LOS: A V/C: 0.23 In 0 0 0 0 0 0 0 4 52 0 4 61 134 0 117 In LOS: A V/C: 0.17		In 0 0 0 0 0 0 0 0 7 126 0 6 155 56 0 40 In LOS: A V/C: 0.23 In 0 0 0 0 0 0 0 4 52 0 4 61 140 0 121 In LOS: A V/C: 0.17		In 0 0 0 0 0 0 0 0 7 107 0 5 127 50 0 36 In LOS: A V/C: 0.19 In 0 0 0 0 0 0 0 0 3 45 0 114 0 0 103 103 In LOS: A V/C: 0.14							
168 Woodcreek Oaks Blvd & Northpark Dr				168 Woodcreek Oaks Blvd & Northpark Dr				168 Woodcreek Oaks Blvd & Northpark Dr			

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
N/S Protected LOS: A E/W Split Phase V/C: 0.51	N/S Protected LOS: A E/W Split Phase V/C: 0.58	N/S Protected LOS: A E/W Split Phase V/C: 0.56	N/S Protected LOS: B E/W Split Phase V/C: 0.60	N/S Protected LOS: D E/W Split Phase V/C: 0.86	N/S Protected LOS: B E/W Split Phase V/C: 0.64
169 Woodcreek Oaks Blvd & Parkside Wy		169 Woodcreek Oaks Blvd & Parkside Wy		169 Woodcreek Oaks Blvd & Parkside Wy	
N/S Protected LOS: C E/W Permitted V/C: 0.79	N/S Protected LOS: C E/W Permitted V/C: 0.74	N/S Protected LOS: C E/W Permitted V/C: 0.81	N/S Protected LOS: C E/W Permitted V/C: 0.77	N/S Protected LOS: C E/W Permitted V/C: 0.80	N/S Protected LOS: C E/W Permitted V/C: 0.76
170 Industrial Ave & Alantown Dr		170 Industrial Ave & Alantown Dr		170 Industrial Ave & Alantown Dr	
N/S Protected LOS: F E/W Protected V/C: 1.01	N/S Protected LOS: D E/W Protected V/C: 0.86	N/S Protected LOS: F E/W Protected V/C: 1.02	N/S Protected LOS: D E/W Protected V/C: 0.86	N/S Protected LOS: F E/W Protected V/C: 1.04	N/S Protected LOS: D E/W Protected V/C: 0.86
171 Roseville Pkwy & Gibson West		171 Roseville Pkwy & Gibson West		171 Roseville Pkwy & Gibson West	
N/S Protected LOS: A E/W Split Phase V/C: 0.48	N/S Protected LOS: A E/W Split Phase V/C: 0.58	N/S Protected LOS: A E/W Split Phase V/C: 0.49	N/S Protected LOS: A E/W Split Phase V/C: 0.57	N/S Protected LOS: A E/W Split Phase V/C: 0.52	N/S Protected LOS: A E/W Split Phase V/C: 0.57
172 Washington Blvd & All America		172 Washington Blvd & All America		172 Washington Blvd & All America	
N/S Split Phase LOS: A E/W Protected V/C: 0.52	N/S Split Phase LOS: A E/W Protected V/C: 0.42	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.43	N/S Split Phase LOS: A E/W Protected V/C: 0.53	N/S Split Phase LOS: A E/W Protected V/C: 0.43
173 Kirby & Cottonwood		173 Kirby & Cottonwood		173 Kirby & Cottonwood	
N/S Protected LOS: A E/W Protected V/C: 0.14	N/S Protected LOS: A E/W Protected V/C: 0.21	N/S Protected LOS: A E/W Protected V/C: 0.14	N/S Protected LOS: A E/W Protected V/C: 0.21	N/S Protected LOS: A E/W Protected V/C: 0.14	N/S Protected LOS: A E/W Protected V/C: 0.23
174 Secret Ravine & Alexandra		174 Secret Ravine & Alexandra		174 Secret Ravine & Alexandra	

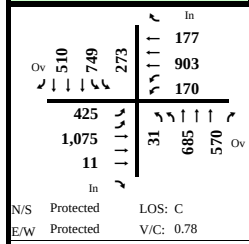
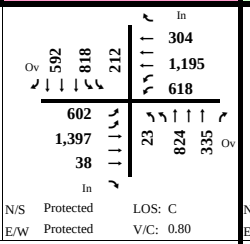
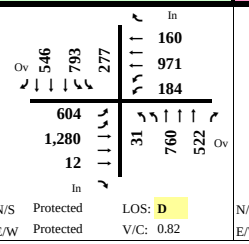
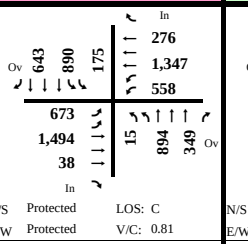
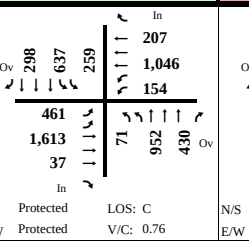
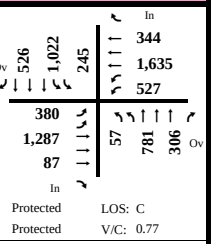
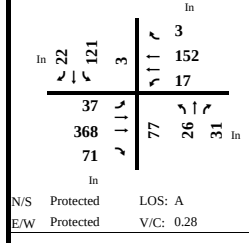
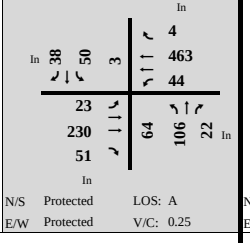
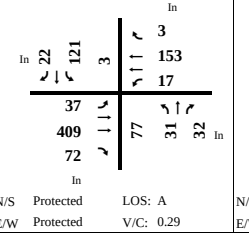
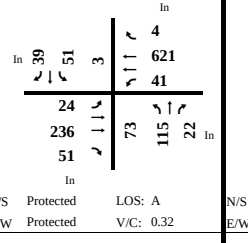
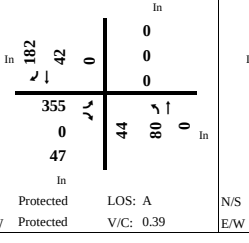
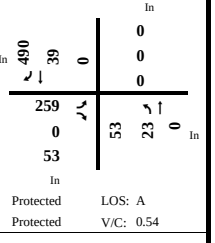
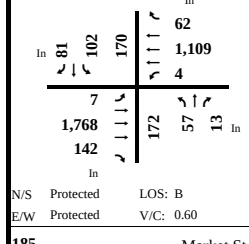
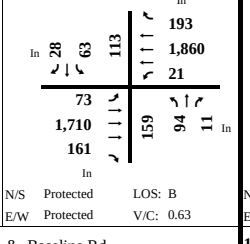
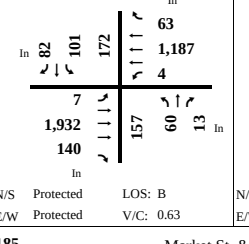
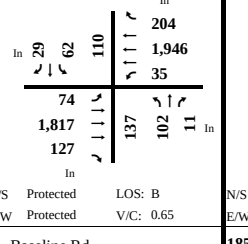
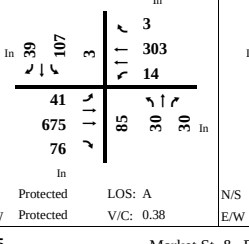
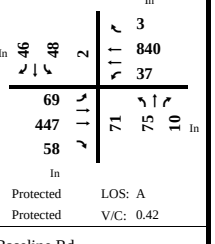
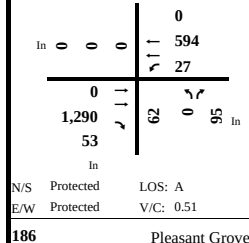
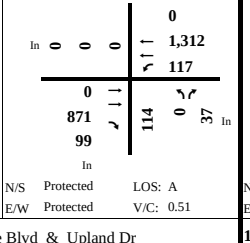
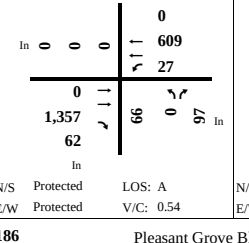
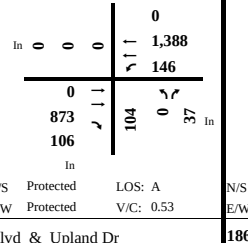
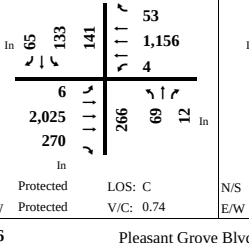
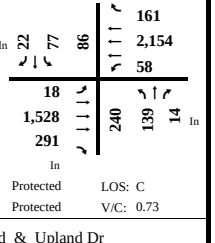
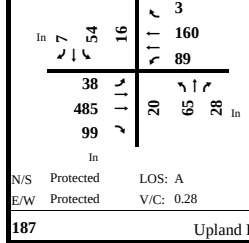
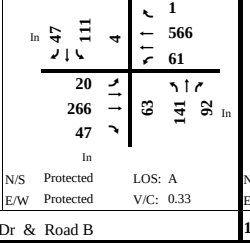
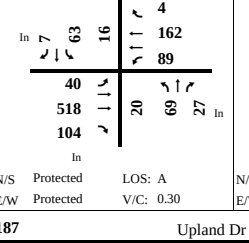
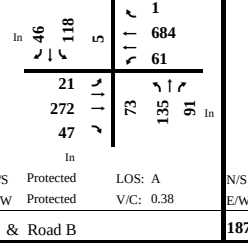
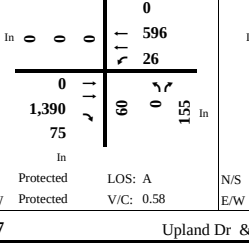
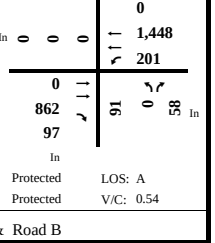
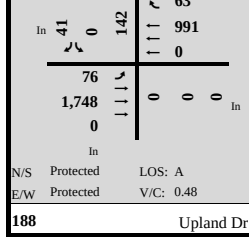
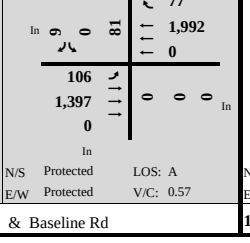
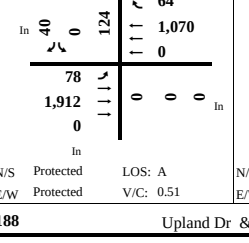
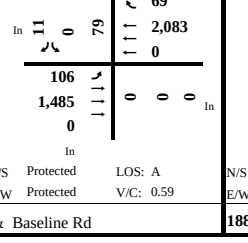
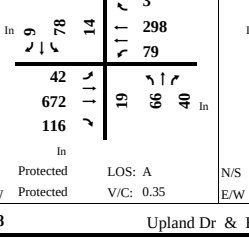
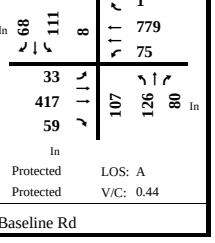
Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Roseville CIP

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
In 19 822 0 109 0 297 93 1,134 0 In N/S Protected E/W Protected LOS: A V/C: 0.58	In 119 1,290 0 39 0 85 344 917 0 In N/S Protected E/W Protected LOS: C V/C: 0.72	In 17 886 0 105 0 281 96 1,222 0 In N/S Protected E/W Protected LOS: B V/C: 0.60	In 107 1,396 0 36 0 88 373 969 0 In N/S Protected E/W Protected LOS: C V/C: 0.77	In 26 845 0 114 0 266 78 1,435 0 In N/S Protected E/W Protected LOS: B V/C: 0.66	In 60 1,565 0 55 0 68 363 1,045 0 In N/S Protected E/W Protected LOS: C V/C: 0.81
175 Fiddymnt Rd & Fiddymnt Ranch EW Rd		175 Fiddymnt Rd & Fiddymnt Ranch EW Rd		175 Fiddymnt Rd & Fiddymnt Ranch EW Rd	
In 0 0 0 167 2,603 0 172 1,801 0 In N/S Protected E/W Protected LOS: A V/C: 0.48	In 0 0 0 227 2,372 0 203 2,788 0 In N/S Protected E/W Protected LOS: C V/C: 0.72	In 0 0 0 166 2,611 0 170 1,799 0 In N/S Protected E/W Protected LOS: A V/C: 0.48	In 0 0 0 231 2,362 0 197 2,789 0 In N/S Protected E/W Protected LOS: C V/C: 0.73	In 0 0 0 155 2,652 0 244 1,806 0 In N/S Protected E/W Protected LOS: A V/C: 0.47	In 0 0 0 234 2,527 0 277 2,806 0 In N/S Protected E/W Protected LOS: C V/C: 0.73
176 Douglas Bl & I-80 EB On		176 Douglas Bl & I-80 EB On		176 Douglas Bl & I-80 EB On	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
 N/S Protected LOS: A E/W Protected V/C: 0.56	 N/S Protected LOS: C E/W Protected V/C: 0.74	 N/S Protected LOS: A E/W Protected V/C: 0.54	 N/S Protected LOS: A E/W Protected V/C: 0.57	 N/S Protected LOS: E E/W Protected V/C: 0.94	 N/S Protected LOS: F E/W Protected V/C: 1.15
177 Watt Ave & Pleasant Grove		177 Watt Ave & Pleasant Grove		177 Watt Ave & Pleasant Grove	
 N/S Protected LOS: A E/W Protected V/C: 0.49	 N/S Protected LOS: A E/W Protected V/C: 0.52	 N/S Protected LOS: A E/W Protected V/C: 0.44	 N/S Protected LOS: A E/W Protected V/C: 0.58	 N/S Protected LOS: A E/W Protected V/C: 0.45	 N/S Protected LOS: A E/W Protected V/C: 0.53
178 Watt Ave & Road A		178 Watt Ave & Road A		178 Watt Ave & Road A	
 N/S Protected LOS: A E/W Protected V/C: 0.43	 N/S Protected LOS: A E/W Protected V/C: 0.49	 N/S Protected LOS: A E/W Protected V/C: 0.34	 N/S Protected LOS: A E/W Protected V/C: 0.46	 N/S Protected LOS: C E/W Protected V/C: 0.71	 N/S Protected LOS: D E/W Protected V/C: 0.90
179 Watt Ave & Road B		179 Watt Ave & Road B		179 Watt Ave & Road B	
 N/S Protected LOS: C E/W Protected V/C: 0.70	 N/S Protected LOS: D E/W Protected V/C: 0.82	 N/S Protected LOS: B E/W Protected V/C: 0.69	 N/S Protected LOS: D E/W Protected V/C: 0.83	 N/S Protected LOS: D E/W Protected V/C: 0.87	 N/S Protected LOS: D E/W Protected V/C: 0.84
180 Watt Ave & Baseline Rd		180 Watt Ave & Baseline Rd		180 Watt Ave & Baseline Rd	
 N/S Protected LOS: A E/W Protected V/C: 0.45	 N/S Protected LOS: A E/W Protected V/C: 0.48	 N/S Protected LOS: A E/W Protected V/C: 0.47	 N/S Protected LOS: A E/W Protected V/C: 0.53	 N/S Protected LOS: A E/W Protected V/C: 0.57	 N/S Protected LOS: B E/W Protected V/C: 0.66
181 West Side Dr & Road A		181 West Side Dr & Road A		181 West Side Dr & Road A	
 N/S Protected LOS: A E/W Protected V/C: 0.45	 N/S Protected LOS: B E/W Protected V/C: 0.63	 N/S Protected LOS: A E/W Protected V/C: 0.51	 N/S Protected LOS: C E/W Protected V/C: 0.73	 N/S Protected LOS: A E/W Protected V/C: 0.59	 N/S Protected LOS: C E/W Protected V/C: 0.81
182 West Side Dr & Road B		182 West Side Dr & Road B		182 West Side Dr & Road B	

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
N/S Protected LOS: C	E/W Protected V/C: 0.78	N/S Protected LOS: C	E/W Protected V/C: 0.80	N/S Protected LOS: D	E/W Protected V/C: 0.82	N/S Protected LOS: C	E/W Protected V/C: 0.81	N/S Protected LOS: C	E/W Protected V/C: 0.76	N/S Protected LOS: C	E/W Protected V/C: 0.77
183 West Side Dr & Baseline Rd				183 West Side Dr & Baseline Rd				183 West Side Dr & Baseline Rd			
											
N/S Protected LOS: A	E/W Protected V/C: 0.28	N/S Protected LOS: A	E/W Protected V/C: 0.25	N/S Protected LOS: A	E/W Protected V/C: 0.29	N/S Protected LOS: A	E/W Protected V/C: 0.32	N/S Protected LOS: A	E/W Protected V/C: 0.39	N/S Protected LOS: A	E/W Protected V/C: 0.54
184 Market St & Road B				184 Market St & Road B				184 Market St & Road B			
											
N/S Protected LOS: B	E/W Protected V/C: 0.60	N/S Protected LOS: B	E/W Protected V/C: 0.63	N/S Protected LOS: B	E/W Protected V/C: 0.63	N/S Protected LOS: B	E/W Protected V/C: 0.65	N/S Protected LOS: A	E/W Protected V/C: 0.38	N/S Protected LOS: A	E/W Protected V/C: 0.42
185 Market St & Baseline Rd				185 Market St & Baseline Rd				185 Market St & Baseline Rd			
											
N/S Protected LOS: A	E/W Protected V/C: 0.51	N/S Protected LOS: A	E/W Protected V/C: 0.51	N/S Protected LOS: A	E/W Protected V/C: 0.54	N/S Protected LOS: A	E/W Protected V/C: 0.53	N/S Protected LOS: C	E/W Protected V/C: 0.74	N/S Protected LOS: C	E/W Protected V/C: 0.73
186 Pleasant Grove Blvd & Upland Dr				186 Pleasant Grove Blvd & Upland Dr				186 Pleasant Grove Blvd & Upland Dr			
											
N/S Protected LOS: A	E/W Protected V/C: 0.28	N/S Protected LOS: A	E/W Protected V/C: 0.33	N/S Protected LOS: A	E/W Protected V/C: 0.30	N/S Protected LOS: A	E/W Protected V/C: 0.38	N/S Protected LOS: A	E/W Protected V/C: 0.58	N/S Protected LOS: A	E/W Protected V/C: 0.54
187 Upland Dr & Road B				187 Upland Dr & Road B				187 Upland Dr & Road B			
											
N/S Protected LOS: A	E/W Protected V/C: 0.48	N/S Protected LOS: A	E/W Protected V/C: 0.57	N/S Protected LOS: A	E/W Protected V/C: 0.51	N/S Protected LOS: A	E/W Protected V/C: 0.59	N/S Protected LOS: A	E/W Protected V/C: 0.35	N/S Protected LOS: A	E/W Protected V/C: 0.44
188 Upland Dr & Baseline Rd				188 Upland Dr & Baseline Rd				188 Upland Dr & Baseline Rd			

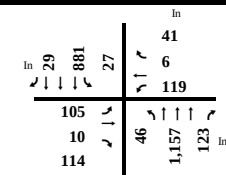
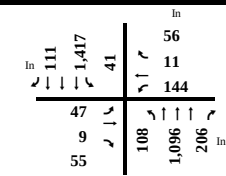
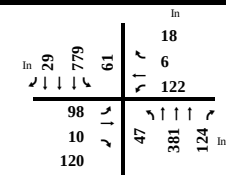
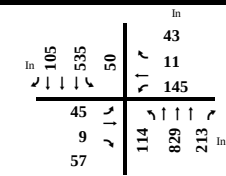
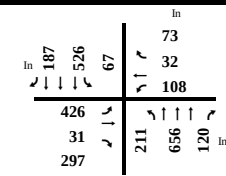
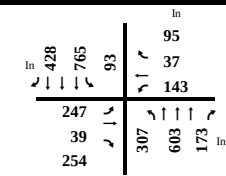
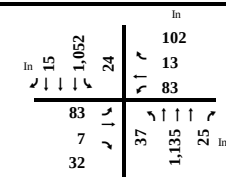
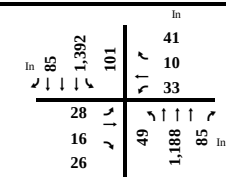
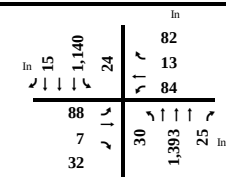
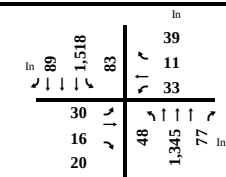
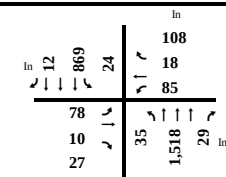
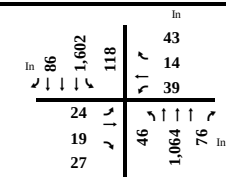
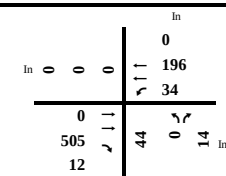
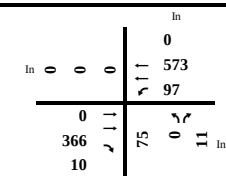
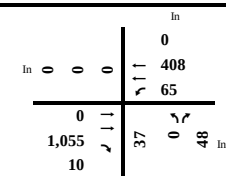
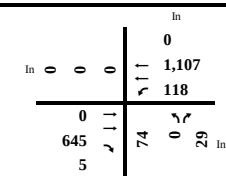
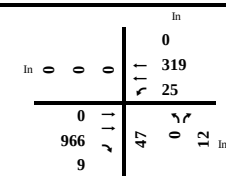
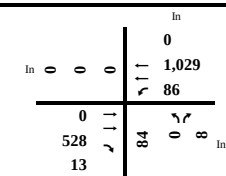
Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative		
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour
18 22 107 12 8 1,727 67 30 LOS: A V/C: 0.50		7 11 144 48 16 1,815 32 69 LOS: A V/C: 0.58	18 21 106 12 8 1,638 69 29 LOS: A V/C: 0.48		7 10 144 47 16 1,797 33 70 LOS: A V/C: 0.57	36 0 115 62 80 1,940 0 0 LOS: A V/C: 0.51		9 0 78 76 86 1,554 0 0 LOS: A V/C: 0.59
189 Baseline Rd & CMU3 Entrance			189 Baseline Rd & CMU3 Entrance			189 Baseline Rd & CMU3 Entrance		
132 1,344 5 19 49 6 54 134 LOS: A V/C: 0.45		115 1,553 14 6 201 28 18 51 LOS: A V/C: 0.55	142 1,428 5 13 53 6 53 135 LOS: A V/C: 0.47		120 1,640 13 7 213 28 17 52 LOS: A V/C: 0.58	30 13 87 8 12 1,707 311 30 LOS: A V/C: 0.48		13 6 102 36 29 1,588 310 66 LOS: B V/C: 0.65
190 West Side Dr & SV EW Coll			190 West Side Dr & SV EW Coll			190 West Side Dr & SV EW Coll		
1 0 0 232 2 382 0 3 LOS: A V/C: 0.18		2 0 0 417 2 310 0 1 LOS: A V/C: 0.17	1 0 0 234 2 425 0 3 LOS: A V/C: 0.19		1 0 0 572 2 316 0 14 LOS: A V/C: 0.22	102 1,027 7 22 41 4 48 119 LOS: A V/C: 0.45		89 1,725 23 20 154 19 17 51 LOS: A V/C: 0.56
191 Road B & SV NS Coll 3			191 Road B & SV NS Coll 3			191 Road B & SV NS Coll 3		
14 2 0 173 13 510 7 14 LOS: A V/C: 0.26		5 0 0 599 2 295 18 78 LOS: A V/C: 0.23	13 2 0 175 14 550 7 13 LOS: A V/C: 0.28		5 0 0 724 2 301 17 79 LOS: A V/C: 0.28	1 0 0 426 1 724 0 2 LOS: A V/C: 0.32		0 2 0 823 1 616 0 20 LOS: A V/C: 0.31
192 Road B & SV NS Coll 5			192 Road B & SV NS Coll 5			192 Road B & SV NS Coll 5		
60 1,304 4 10 21 0 36 35 LOS: A V/C: 0.41		56 1,679 10 7 97 1 124 17 LOS: A V/C: 0.54	60 1,215 4 5 21 0 36 28 LOS: A V/C: 0.38		54 1,084 6 5 95 1 126 20 LOS: A V/C: 0.42	17 2 0 313 20 737 8 13 LOS: A V/C: 0.33		6 0 0 900 2 475 18 54 LOS: A V/C: 0.34
193 Watt Ave & SV CC5 CC6			193 Watt Ave & SV CC5 CC6			193 Watt Ave & SV CC5 CC6		
15 1,316 64 21 58 9 98 110 LOS: A V/C: 0.50		58 1,662 55 97 24 7 38 42 LOS: A V/C: 0.53	15 1,228 55 18 58 9 99 111 LOS: A V/C: 0.45		56 1,177 50 86 24 7 39 44 LOS: A V/C: 0.43	64 1,404 7 12 22 0 36 28 LOS: A V/C: 0.42		57 1,504 12 9 99 1 123 20 LOS: A V/C: 0.50
194 Watt Ave & SV EW Coll			194 Watt Ave & SV EW Coll			194 Watt Ave & SV EW Coll		

Sierra Vista Peak Hour Intersection Analysis:
Sierra Vista Signalized Intersections

2025 Cumulative Plus Project		2025 Cumulative Plus Project Without Placer Parkway		Super-Cumulative	
AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
N/S Protected LOS: A E/W Protected V/C: 0.07	N/S Protected LOS: A E/W Protected V/C: 0.06	N/S Protected LOS: A E/W Protected V/C: 0.08	N/S Protected LOS: A E/W Protected V/C: 0.09	N/S Protected LOS: A E/W Protected V/C: 0.51	N/S Protected LOS: B E/W Protected V/C: 0.63
195 Road B & SV NS Coll 2		195 Road B & SV NS Coll 2		195 Road B & SV NS Coll 2	
N/S Protected LOS: A E/W Protected V/C: 0.34	N/S Protected LOS: A E/W Protected V/C: 0.36	N/S Protected LOS: A E/W Protected V/C: 0.36	N/S Protected LOS: A E/W Protected V/C: 0.40	N/S Protected LOS: A E/W Protected V/C: 0.22	N/S Protected LOS: A E/W Protected V/C: 0.29
196 West Side Dr & SV EW Coll		196 West Side Dr & SV EW Coll		196 West Side Dr & SV EW Coll	
N/S Protected LOS: A E/W Protected V/C: 0.45	N/S Protected LOS: B E/W Protected V/C: 0.61	N/S Protected LOS: A E/W Protected V/C: 0.47	N/S Protected LOS: B E/W Protected V/C: 0.66	N/S Protected LOS: A E/W Protected V/C: 0.39	N/S Protected LOS: A E/W Protected V/C: 0.43
197 Baseline Rd & SV CC2		197 Baseline Rd & SV CC2		197 Baseline Rd & SV CC2	
N/S Protected LOS: A E/W Protected V/C: 0.45	N/S Protected LOS: A E/W Protected V/C: 0.56	N/S Protected LOS: A E/W Protected V/C: 0.48	N/S Protected LOS: A E/W Protected V/C: 0.57	N/S Protected LOS: A E/W Protected V/C: 0.49	N/S Protected LOS: C E/W Protected V/C: 0.71
198 Baseline Rd & SV CCBP2		198 Baseline Rd & SV CCBP2		198 Baseline Rd & SV CCBP2	
N/S Protected LOS: A E/W Protected V/C: 0.43	N/S Protected LOS: C E/W Protected V/C: 0.70	N/S Protected LOS: A E/W Protected V/C: 0.47	N/S Protected LOS: C E/W Protected V/C: 0.74	N/S Protected LOS: A E/W Protected V/C: 0.54	N/S Protected LOS: B E/W Protected V/C: 0.63
199 Baseline Rd & SV CC4		199 Baseline Rd & SV CC4		199 Baseline Rd & SV CC4	

Sierra Vista Peak Hour Intersection Analysis:
Signalized Intersections in Urban Reserve Area

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
											
200 Watt Ave & Road C				200 Watt Ave & Road C				200 Watt Ave & Road C			
											
201 West Side Dr & Road C				201 West Side Dr & Road C				201 West Side Dr & Road C			
											
202 Pleasant Grove Blvd & SV NS Coll 1				202 Pleasant Grove Blvd & SV NS Coll 1				202 Pleasant Grove Blvd & SV NS Coll 1			

Sierra Vista Peak Hour Intersection Analysis: Signalized Intersections in Creekview SP Area

2025 Cumulative Plus Project			2025 Cumulative Plus Project Without Placer Parkway			Super-Cumulative																																																																	
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour																																																															
in 49 1,310 64 139 17 107 85 14 127 53 1,403 28 in		in 68 1,702 154 83 6 26 29 6 48 109 1,433 104 in	in 50 1,367 66 136 17 108 84 15 128 52 1,899 19 in		in 64 2,125 145 83 7 24 29 7 58 112 1,591 108 in	in 54 1,839 69 168 16 57 100 14 114 61 2,523 36 in		in 79 2,718 181 87 7 37 35 5 51 122 2,158 52 in	N/S E/W	Protected Protected	LOS: A V/C: 0.53	N/S E/W	Protected Protected	LOS: A V/C: 0.54	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: B V/C: 0.64	N/S E/W	Protected Protected	LOS: C V/C: 0.81	N/S E/W	Protected Protected	LOS: C V/C: 0.79	203 West Side Dr & Parkway One			203 West Side Dr & Parkway One			203 West Side Dr & Parkway One			in 11 1,452 103 55 1 54 39 3 52 18 1,387 163 in		in 38 1,646 90 135 4 189 16 2 23 49 1,513 94 in	in 11 1,513 102 55 1 52 41 3 72 21 1,870 130 in		in 42 2,075 88 133 5 151 17 2 26 67 1,681 85 in	in 12 1,933 85 59 1 65 52 2 46 3 2,501 9 in		in 49 2,664 87 120 3 8 19 2 0 43 2,210 70 in	N/S E/W	Protected Protected	LOS: A V/C: 0.46	N/S E/W	Protected Protected	LOS: A V/C: 0.56	N/S E/W	Protected Protected	LOS: A V/C: 0.59	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: C V/C: 0.71	N/S E/W	Protected Protected	LOS: C V/C: 0.74	204 West Side Dr & Nobo Dr			204 West Side Dr & Nobo Dr			204 West Side Dr & Nobo Dr		
N/S E/W	Protected Protected	LOS: A V/C: 0.53	N/S E/W	Protected Protected	LOS: A V/C: 0.54	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: B V/C: 0.64	N/S E/W	Protected Protected	LOS: C V/C: 0.81	N/S E/W	Protected Protected	LOS: C V/C: 0.79																																																						
203 West Side Dr & Parkway One			203 West Side Dr & Parkway One			203 West Side Dr & Parkway One																																																																	
in 11 1,452 103 55 1 54 39 3 52 18 1,387 163 in		in 38 1,646 90 135 4 189 16 2 23 49 1,513 94 in	in 11 1,513 102 55 1 52 41 3 72 21 1,870 130 in		in 42 2,075 88 133 5 151 17 2 26 67 1,681 85 in	in 12 1,933 85 59 1 65 52 2 46 3 2,501 9 in		in 49 2,664 87 120 3 8 19 2 0 43 2,210 70 in	N/S E/W	Protected Protected	LOS: A V/C: 0.46	N/S E/W	Protected Protected	LOS: A V/C: 0.56	N/S E/W	Protected Protected	LOS: A V/C: 0.59	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: C V/C: 0.71	N/S E/W	Protected Protected	LOS: C V/C: 0.74	204 West Side Dr & Nobo Dr			204 West Side Dr & Nobo Dr			204 West Side Dr & Nobo Dr																																						
N/S E/W	Protected Protected	LOS: A V/C: 0.46	N/S E/W	Protected Protected	LOS: A V/C: 0.56	N/S E/W	Protected Protected	LOS: A V/C: 0.59	N/S E/W	Protected Protected	LOS: B V/C: 0.65	N/S E/W	Protected Protected	LOS: C V/C: 0.71	N/S E/W	Protected Protected	LOS: C V/C: 0.74																																																						
204 West Side Dr & Nobo Dr			204 West Side Dr & Nobo Dr			204 West Side Dr & Nobo Dr																																																																	

Sierra Vista Peak Hour Intersection Analysis: Roseville Intersections in Pedestrian Overlay Zone

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
7 152 21 1 63 20 136 836 259 LOS: C V/C: 0.76		1 879 5 30 14 68 216 575 212 LOS: B V/C: 0.62		7 151 21 2 68 19 129 844 260 LOS: C V/C: 0.77		1 885 5 30 14 68 219 574 207 LOS: B V/C: 0.62		7 142 21 1 72 18 121 840 262 LOS: C V/C: 0.76		1 857 5 30 14 68 211 567 200 LOS: B V/C: 0.62	
P1 Riverside Av & Darling Wy				1001 Riverside Av & Darling Wy				1001 Riverside Av & Darling Wy			
134 107 1 364 369 2 90 32 300 LOS: A V/C: 0.52		357 383 0 221 252 2 350 342 247 LOS: B V/C: 0.65		136 114 1 367 369 2 89 17 311 LOS: A V/C: 0.52		356 389 0 226 256 2 361 342 246 LOS: B V/C: 0.66		135 116 1 359 382 2 87 4 299 LOS: A V/C: 0.53		344 396 0 228 256 2 376 321 245 LOS: B V/C: 0.65	
P2 Vernon & Douglas/Riverside				1002 Vernon & Douglas/Riverside				1002 Vernon & Douglas/Riverside			
9 19 3 7 413 222 2 207 10 LOS: A V/C: 0.40		24 54 12 23 468 191 38 457 49 LOS: A V/C: 0.54		9 19 3 7 418 220 211 10 36 LOS: A V/C: 0.41		24 54 12 23 507 155 453 59 100 LOS: A V/C: 0.57		9 19 3 7 417 224 208 10 35 LOS: A V/C: 0.41		24 54 12 23 531 143 452 51 103 LOS: A V/C: 0.58	
P3 Vernon & Grant				1003 Vernon & Grant				1003 Vernon & Grant			
27 23 38 97 561 9 114 224 25 LOS: A V/C: 0.45		93 81 120 48 523 14 60 607 52 LOS: A V/C: 0.58		26 23 38 97 564 9 114 234 26 LOS: A V/C: 0.45		86 89 119 47 528 14 55 619 51 LOS: A V/C: 0.58		27 21 40 96 566 9 120 234 25 LOS: A V/C: 0.45		100 72 122 52 522 15 69 600 48 LOS: A V/C: 0.58	
P4 Vernon & Judah				1004 Vernon & Judah				1004 Vernon & Judah			
7 26 17 19 447 18 25 215 211 LOS: A V/C: 0.53		30 101 68 26 477 45 9 444 494 LOS: D V/C: 0.87		8 25 16 18 456 16 218 211 LOS: A V/C: 0.53		35 101 66 26 518 45 9 446 536 LOS: E V/C: 0.92		8 27 15 21 449 17 35 215 211 LOS: A V/C: 0.53		41 104 58 24 547 45 9 430 517 LOS: E V/C: 0.93	
P5 Vernon & Lincoln				1005 Vernon & Lincoln				1005 Vernon & Lincoln			
20 858 90 83 166 314 42 160 78 LOS: A V/C: 0.55		56 1,176 62 60 191 224 72 146 133 LOS: C V/C: 0.78		20 873 114 82 159 330 43 161 81 LOS: A V/C: 0.57		56 1,187 64 60 208 225 76 140 143 LOS: C V/C: 0.81		20 884 151 87 146 342 33 201 68 LOS: B V/C: 0.61		57 1,146 41 60 206 297 97 110 149 LOS: C V/C: 0.81	
P6 Washington & Main				1006 Washington & Main				1006 Washington & Main			

Sierra Vista Peak Hour Intersection Analysis: Roseville Intersections in Pedestrian Overlay Zone

2025 Cumulative Plus Project				2025 Cumulative Plus Project Without Placer Parkway				Super-Cumulative			
AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ov 522 20 745 547 30 1		Ov 835 9 879 1,098 43 1		Ov 544 20 759 561 29 1		Ov 844 9 894 1,148 43 1		Ov 569 20 762 515 29 1		Ov 840 9 900 1,139 42 1	
642 31 7		714 104 2		655 34 7		677 105 2		666 32 7		685 106 2	
Ov 0 7 1		Ov 1 34 10		Ov 0 7 1		Ov 1 34 10		Ov 0 7 1		Ov 1 34 10	
N/S E/W	Split Phase Split Phase	LOS: A V/C: 0.52	N/S E/W	Split Phase Split Phase	LOS: B V/C: 0.69	N/S E/W	Split Phase Split Phase	LOS: A V/C: 0.53	N/S E/W	Split Phase Split Phase	LOS: B V/C: 0.69
P7 Washington & Oak			1007 Washington & Oak			P7 Washington & Oak			1007 Washington & Oak		