

APPENDIX E

Transportation Analysis Background

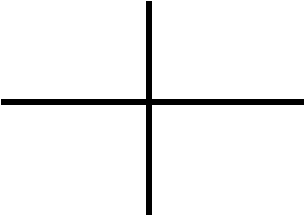
Introduction

This appendix provides a copy of the transportation analysis data developed by DKS Associates for preparation of the General Plan and EIR. The appendix includes the following information:

- Proposed General Plan Circulation Diagram;
- Traffic modeling data identifying intersection lanes, volumes, and level of service results; and
- Transportation Constraints Analysis.

Please see the next page.

PM Peak Hour - Under Existing Conditions - No Project		
<p>ig 31 9 4 4 884 4 ig</p> <p>ig 1 10 3 ig</p>	<p>N/S Uncontrolled LOS: A E/W Stop Sign Delay 1.1</p>	<p>2 SR65 & Wise</p>
<p>Ov 6 0 28 911 61 In</p> <p>Ov 0 644 12 Ov</p>	<p>N/S Uncontrolled LOS: A E/W Stop Sign Delay 1.3</p>	<p>4 old65 & Gladding Rd</p>
<p>Ov 60 110 26 5 17 20 Ov</p> <p>Ov 49 40 120 Ov</p>	<p>N/S Stop Sign LOS: B E/W Stop Sign V/C 0.00</p>	<p>8 Aviation Blv & Nicolaus Rd</p>
<p>In 243 178 51 33 In</p> <p>In 0 1 148 In</p>	<p>N/S Stop Sign LOS: B E/W Stop Sign Delay 6.7</p>	<p>9 Lakeside Dr & Nicolaus Rd</p>
<p>Ov 171 141 14 607 25 In</p> <p>In 40 695 27 In</p>	<p>N/S Protected LOS: C E/W Permitted Delay 32.8</p>	<p>11 Old SR 65 & 7th St</p>
<p>In 190 0 223 773 82 In</p> <p>In 0 607 159 In</p>	<p>N/S Protected LOS: F E/W Permitted Delay 88.6</p>	<p>13 Old SR 65 & McBean</p>
<p>In 411 358 0 0 In</p> <p>In 173 1 144 In</p>	<p>N/S Split Phase LOS: B E/W Protected Delay 13.4</p>	<p>14 East Ave & McBean</p>
<p>Ov 0 535 71 0 115 Ov</p> <p>Ov 0 0 0 Ov</p>	<p>N/S Protected LOS: C E/W Protected Delay 21.5</p>	<p>15 Ferrari Ranch & SR 193</p>
<p>Ov 48 58 55 110 461 89 Ov</p> <p>Ov 32 210 50 Ov</p>	<p>N/S Protected LOS: A E/W Protected V/C 0.32</p>	<p>17 Joiner Pkwy & 1st Street</p>
<p>In 6 100 66 829 72 In</p> <p>In 55 816 5 In</p>	<p>N/S Protected LOS: E E/W Permitted Delay 68.5</p>	<p>18 Old SR 65 & 1st St</p>
<p>Ov 78 90 131 1,011 186 Ov</p> <p>Ov 2 960 131 Ov</p>	<p>N/S Protected LOS: B E/W Protected Delay 16.5</p>	<p>20 Old SR 65 & Ferrari Ranch Rd</p>
<p>ig 630 155 0 0 0 In</p> <p>In 41 0 94 In</p>	<p>N/S Stop Sign LOS: B E/W Uncontrolled Delay 11.6</p>	<p>30 SR65SBoff & Twelve Bridges</p>

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<table border="1"> <tr> <td style="text-align: right;">In</td> <td style="text-align: center;">212</td> <td style="text-align: center;">620</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">In</td> </tr> <tr> <td></td> <td style="text-align: center;">↖</td> <td style="text-align: center;">↘</td> <td style="text-align: center;">↖</td> <td style="text-align: center;">↖</td> <td style="text-align: center;">↖</td> <td style="text-align: center;">↖</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">215</td> <td style="text-align: center;">0</td> <td style="text-align: center;">24</td> <td style="text-align: center;">380</td> <td style="text-align: center;">426</td> <td style="text-align: center;">0</td> <td style="text-align: center;">In</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>N/S Protected LOS: C E/W Protected Delay 20.7</p> <p>207 Sierra College & EB I-80</p>	In	212	620	0	0	0	0	In		↖	↘	↖	↖	↖	↖			215	0	24	380	426	0	In	In								+	+																																																																
In	212	620	0	0	0	0	In																																																																																											
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Existing No Project
City of Loomis
City of Roseville

PM Peak Hour - Under Existing Conditions - No Project		
<p>N/S Uncontrolled LOS: A E/W Stop Sign Delay 3.4</p>	<p>N/S Protected LOS: C E/W Protected V/C 0.73</p>	
<p>301 Sierra College & King</p>	<p>302 Sierra College & Pacific Taylor</p>	
<p>N/S Protected LOS: A E/W Protected V/C 0.47</p>	<p>N/S Protected LOS: A E/W Permitted V/C 0.60</p>	<p>N/S Protected LOS: D E/W Protected V/C 0.86</p>
<p>401 Foothills & Blue Oaks</p>	<p>402 Fiddymnt & Pleasant Grove</p>	<p>403 Foothills & Pleasant Grove</p>

PM Peak Hour - Under Existing Conditions - Proposed Project																																																																																		
<table border="1"> <tr> <td style="text-align: right;">Ov</td> <td style="text-align: center;">299</td> <td style="text-align: center;">26</td> <td style="text-align: center;">53</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">243</td> </tr> <tr> <td></td> <td style="text-align: center;">217</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">197</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td style="text-align: center;">In</td> </tr> </table> <p>N/S Permitted LOS: A E/W Protected V/C 0.27</p>	Ov	299	26	53		0	↑↑↑	243		217	0	0		197	0	0		0	0	0	In			In	<table border="1"> <tr> <td style="text-align: right;">In</td> <td style="text-align: center;">196</td> <td style="text-align: center;">572</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">1,302</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">748</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">268</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td style="text-align: center;">In</td> </tr> </table> <p>N/S Permitted LOS: C E/W Permitted Delay 23.3</p>	In	196	572	0		0	↑↑↑	1,302		0	0	0		748	0	0		268	0	0	In			In	<table border="1"> <tr> <td style="text-align: right;">In</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">492</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">1,052</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">1,210</td> <td style="text-align: center;">0</td> <td style="text-align: center;">613</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">484</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td></td> <td style="text-align: center;">In</td> </tr> </table> <p>N/S Permitted LOS: B E/W Permitted Delay 19.7</p>	In	0	0	0	492		0	↑↑↑	1,052	0		0	0	0	0		1,210	0	613	0		0	0	0	484	In				In		
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<table border="1"> <tr> <td style="text-align: right;">In</td> <td style="text-align: center;">0</td> <td style="text-align: center;">331</td> <td style="text-align: center;">492</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1,329</td> <td style="text-align: center;">17</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td></td> <td style="text-align: center;">In</td> </tr> </table> <p>N/S Protected LOS: B E/W Permitted Delay 12.6</p>	In	0	331	492	0		0	↑↑↑	0	0		0	0	0	0		0	0	1,329	17	In				In	<table border="1"> <tr> <td style="text-align: right;">In</td> <td style="text-align: center;">0</td> <td style="text-align: center;">823</td> <td style="text-align: center;">0</td> <td style="text-align: center;">640</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1,329</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td></td> <td style="text-align: center;">In</td> </tr> </table> <p>N/S Permitted LOS: B E/W Permitted Delay 16.6</p>	In	0	823	0	640		0	↑↑↑	0	0		0	0	0	0		0	0	1,329	0	In				In	<table border="1"> <tr> <td style="text-align: right;">Ov</td> <td style="text-align: center;">5</td> <td style="text-align: center;">99</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">2</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">836</td> <td style="text-align: center;">217</td> </tr> <tr> <td></td> <td style="text-align: center;">770</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> <td></td> <td style="text-align: center;">In</td> </tr> </table> <p>N/S Protected LOS: A E/W Split Phase V/C 0.30</p>	Ov	5	99	0	0		0	↑↑↑	0	0		2	0	0	0		0	0	836	217		770	0	0	0	In				In
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64 Industrial & SR65SBon	65 Industrial & SR65NBoff	66 Sierra College & Oak Tree																																																																																
<table border="1"> <tr> <td style="text-align: right;">Ov</td> <td style="text-align: center;">12</td> <td style="text-align: center;">7</td> <td style="text-align: center;">278</td> <td style="text-align: center;">28</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">114</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">291</td> <td style="text-align: center;">35</td> <td style="text-align: center;">49</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">80</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">Ov</td> <td></td> <td></td> <td></td> <td style="text-align: center;">Ov</td> </tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.30</p>	Ov	12	7	278	28		0	↑↑↑	0	0		114	0	0	0		291	35	49	0		80	0	0	0	Ov				Ov	<table border="1"> <tr> <td style="text-align: right;">Ov</td> <td style="text-align: center;">3</td> <td style="text-align: center;">150</td> <td style="text-align: center;">507</td> <td style="text-align: center;">311</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">↑↑↑</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">65</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">Ov</td> <td></td> <td></td> <td></td> <td style="text-align: center;">Ov</td> </tr> </table> <p>N/S Split Phase LOS: A E/W Protected V/C 0.33</p>	Ov	3	150	507	311		0	↑↑↑	0	0		0	0	0	0		65	0	0	0		0	0	0	0	Ov				Ov	<table border="1"> <tr> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> </tr> </table>	+	+	+	+	+															
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PM Peak Hour - Under Existing Conditions - Proposed Project																																																																																																											
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Existing Plus Project
City of Loomis
City of Roseville

PM Peak Hour - Under Existing Conditions - Proposed Project					
N/S	Uncontrolled	LOS: B	N/S	Protected	LOS: F
E/W	Stop Sign	Delay 7.8	E/W	Protected	V/C 1.08
301	Sierra College & King		302	Sierra College & Pacific Taylor	
N/S	Protected	LOS: B	N/S	Protected	LOS: C
E/W	Protected	V/C 0.61	E/W	Protected	V/C 0.73
401	Foothills & Blue Oaks		402	Fiddymnt & Pleasant Grove	
N/S	Protected	LOS: E	N/S	Protected	LOS: E
E/W	Protected	V/C 0.94	E/W	Protected	V/C 0.94
403	Foothills & Pleasant Grove		403	Foothills & Pleasant Grove	

**Cumulative 2050 No Project
City of Lincoln**

PM Peak Hour - Under Cumulative 2050 Conditions - No Project																																																																																																	
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<table border="1"> <tr><td>In</td><td>6</td><td>408</td><td>150</td><td>87</td></tr> <tr><td></td><td>↖</td><td>↗</td><td>↘</td><td>↙</td></tr> <tr><td></td><td>18</td><td>202</td><td>353</td><td>253</td></tr> <tr><td></td><td>34</td><td>178</td><td>52</td><td>35</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.55</p>	In	6	408	150	87		↖	↗	↘	↙		18	202	353	253		34	178	52	35						Ov					<table border="1"> <tr><td>In</td><td>0</td><td>601</td><td>18</td><td>149</td></tr> <tr><td></td><td>↖</td><td>↗</td><td>↘</td><td>↙</td></tr> <tr><td></td><td>0</td><td>193</td><td>213</td><td>116</td></tr> <tr><td></td><td>96</td><td>351</td><td>92</td><td>3</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Permitted Delay 30.3</p>	In	0	601	18	149		↖	↗	↘	↙		0	193	213	116		96	351	92	3						In					<table border="1"> <tr><td>In</td><td>26</td><td>661</td><td>28</td><td>24</td></tr> <tr><td></td><td>↖</td><td>↗</td><td>↘</td><td>↙</td></tr> <tr><td></td><td>33</td><td>11</td><td>33</td><td>10</td></tr> <tr><td></td><td>8</td><td>766</td><td>176</td><td>110</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.36</p>	In	26	661	28	24		↖	↗	↘	↙		33	11	33	10		8	766	176	110						In									
In	6	408	150	87																																																																																													
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	18	202	353	253																																																																																													
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In																																																																																																	
In	26	661	28	24																																																																																													
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	33	11	33	10																																																																																													
	8	766	176	110																																																																																													
In																																																																																																	
10 Joiner Pkwy & Nicolaus Rd	11 Old SR 65 & 7th St	12 Joiner Pkwy & 5th Street																																																																																															
<table border="1"> <tr><td>In</td><td>0</td><td>624</td><td>112</td><td>168</td></tr> <tr><td></td><td>↖</td><td>↗</td><td>↘</td><td>↙</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>186</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>772</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>146</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Permitted Delay 32.4</p>	In	0	624	112	168		↖	↗	↘	↙		0	0	0	186		0	0	0	772		0	0	0	146						In					<table border="1"> <tr><td>In</td><td>162</td><td>1</td><td>407</td><td>548</td></tr> <tr><td></td><td>↖</td><td>↗</td><td>↘</td><td>↙</td></tr> <tr><td></td><td>149</td><td>470</td><td>3</td><td>359</td></tr> <tr><td></td><td>0</td><td>1</td><td>0</td><td>0</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Split Phase LOS: C E/W Protected Delay 28.2</p>	In	162	1	407	548		↖	↗	↘	↙		149	470	3	359		0	1	0	0						In					<table border="1"> <tr><td>Ov</td><td>12</td><td>65</td><td>0</td><td>0</td></tr> <tr><td></td><td>↖</td><td>↗</td><td>↘</td><td>↙</td></tr> <tr><td></td><td>26</td><td>458</td><td>512</td><td>473</td></tr> <tr><td></td><td>395</td><td>382</td><td>825</td><td>399</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Protected Delay 25.3</p>	Ov	12	65	0	0		↖	↗	↘	↙		26	458	512	473		395	382	825	399						Ov				
In	0	624	112	168																																																																																													
	↖	↗	↘	↙																																																																																													
	0	0	0	186																																																																																													
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	149	470	3	359																																																																																													
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	395	382	825	399																																																																																													
Ov																																																																																																	
13 Old SR 65 & McBean	14 East Ave & McBean	15 Ferrari Ranch & SR 193																																																																																															

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<table border="1"> <tr><td>Ig</td><td>16</td><td>163</td><td>31</td><td>43</td></tr> <tr><td></td><td>132</td><td>471</td><td>0</td><td>131</td></tr> <tr><td></td><td>0</td><td>0</td><td>168</td><td>62</td></tr> <tr><td></td><td></td><td></td><td>53</td><td>Ig</td></tr> </table> <p>N/S Permitted LOS: B E/W Permitted V/C 0.60</p>	Ig	16	163	31	43		132	471	0	131		0	0	168	62				53	Ig	<table border="1"> <tr><td>In</td><td>8</td><td>4</td><td>4</td><td>76</td></tr> <tr><td></td><td>5</td><td>544</td><td>675</td><td>418</td></tr> <tr><td></td><td>586</td><td></td><td>5</td><td>144</td></tr> <tr><td></td><td></td><td></td><td>369</td><td>Ov</td></tr> </table> <p>N/S Permitted LOS: C E/W Protected Delay 27.0</p>	In	8	4	4	76		5	544	675	418		586		5	144				369	Ov	<table border="1"> <tr><td>In</td><td>0</td><td>1,043</td><td>168</td><td>214</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>1,386</td><td>120</td></tr> <tr><td></td><td></td><td></td><td>230</td><td>In</td></tr> </table> <p>N/S Protected LOS: C E/W Permitted V/C 0.76</p>	In	0	1,043	168	214		0	0	0	0		0	0	1,386	120				230	In					
Ig	16	163	31	43																																																															
	132	471	0	131																																																															
	0	0	168	62																																																															
			53	Ig																																																															
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	5	544	675	418																																																															
	586		5	144																																																															
			369	Ov																																																															
In	0	1,043	168	214																																																															
	0	0	0	0																																																															
	0	0	1,386	120																																																															
			230	In																																																															
101 McCourtney & Wise	102 Sierra College & SR 193	103 Sierra College & English Col.																																																																	
<table border="1"> <tr><td>In</td><td>16</td><td>1,282</td><td>0</td><td>0</td></tr> <tr><td></td><td>25</td><td>0</td><td>376</td><td>0</td></tr> <tr><td></td><td>0</td><td>297</td><td>1,038</td><td>0</td></tr> <tr><td></td><td></td><td></td><td>0</td><td>In</td></tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.46</p>	In	16	1,282	0	0		25	0	376	0		0	297	1,038	0				0	In	<table border="1"> <tr><td>In</td><td>0</td><td>1,380</td><td>534</td><td>464</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>917</td><td>147</td></tr> <tr><td></td><td>0</td><td></td><td>302</td><td>In</td></tr> </table> <p>N/S Protected LOS: D E/W Permitted V/C 0.84</p>	In	0	1,380	534	464		0	0	0	0		0	0	917	147		0		302	In	<table border="1"> <tr><td>In</td><td>0</td><td>872</td><td>655</td><td>119</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>1,100</td><td>185</td></tr> <tr><td></td><td></td><td></td><td>357</td><td>Ig</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C 1.03</p>	In	0	872	655	119		0	0	0	0		0	0	1,100	185				357	Ig					
In	16	1,282	0	0																																																															
	25	0	376	0																																																															
	0	297	1,038	0																																																															
			0	In																																																															
In	0	1,380	534	464																																																															
	0	0	0	0																																																															
	0	0	917	147																																																															
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In	0	872	655	119																																																															
	0	0	0	0																																																															
	0	0	1,100	185																																																															
			357	Ig																																																															
104 Fiddymt & W Sunset	105 Industrial & Placer Corp	106 Industrial & South Loop																																																																	
<table border="1"> <tr><td>Ov</td><td>583</td><td>1,799</td><td>110</td><td>141</td></tr> <tr><td></td><td>569</td><td>1,735</td><td>302</td><td>1,331</td></tr> <tr><td></td><td>272</td><td>0</td><td>1,481</td><td>121</td></tr> <tr><td></td><td></td><td></td><td>59</td><td>Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C 1.17</p>	Ov	583	1,799	110	141		569	1,735	302	1,331		272	0	1,481	121				59	Ov	<table border="1"> <tr><td>Ov</td><td>190</td><td>1,532</td><td>298</td><td>642</td></tr> <tr><td></td><td>254</td><td>1,627</td><td>29</td><td>2,024</td></tr> <tr><td></td><td>76</td><td>0</td><td>1,097</td><td>755</td></tr> <tr><td></td><td></td><td></td><td>592</td><td>Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C 1.14</p>	Ov	190	1,532	298	642		254	1,627	29	2,024		76	0	1,097	755				592	Ov	<table border="1"> <tr><td>In</td><td>86</td><td>0</td><td>299</td><td>494</td></tr> <tr><td></td><td>125</td><td>905</td><td>0</td><td>1,100</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td></td><td></td><td></td><td>In</td></tr> </table> <p>N/S Permitted LOS: B E/W Protected V/C 0.62</p>	In	86	0	299	494		125	905	0	1,100		0	0	0	0					In					
Ov	583	1,799	110	141																																																															
	569	1,735	302	1,331																																																															
	272	0	1,481	121																																																															
			59	Ov																																																															
Ov	190	1,532	298	642																																																															
	254	1,627	29	2,024																																																															
	76	0	1,097	755																																																															
			592	Ov																																																															
In	86	0	299	494																																																															
	125	905	0	1,100																																																															
	0	0	0	0																																																															
				In																																																															
107 Watt & Baseline	108 Fiddymt & Baseline	109 Bickford & Sierra College																																																																	
<table border="1"> <tr><td>Ig</td><td>504</td><td>1,075</td><td>0</td><td>111</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>1,303</td><td>1,123</td></tr> <tr><td></td><td></td><td></td><td>790</td><td>Ig</td></tr> </table> <p>N/S Permitted LOS: C E/W Permitted V/C 0.74</p>	Ig	504	1,075	0	111		0	0	0	0		0	0	1,303	1,123				790	Ig	<table border="1"> <tr><td>Ig</td><td>152</td><td>2,045</td><td>0</td><td>0</td></tr> <tr><td></td><td>315</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>396</td><td>0</td><td>0</td></tr> <tr><td></td><td></td><td></td><td>1,778</td><td>1,340</td></tr> <tr><td></td><td></td><td></td><td></td><td>Ig</td></tr> </table> <p>N/S Permitted LOS: B E/W Permitted V/C 0.63</p>	Ig	152	2,045	0	0		315	0	0	0		0	396	0	0				1,778	1,340					Ig	<table border="1"> <tr><td>Ig</td><td>817</td><td>1,341</td><td>284</td><td>848</td></tr> <tr><td></td><td>1,176</td><td>177</td><td>118</td><td>362</td></tr> <tr><td></td><td>89</td><td>0</td><td>1,095</td><td>203</td></tr> <tr><td></td><td></td><td></td><td>190</td><td>Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C 1.13</p>	Ig	817	1,341	284	848		1,176	177	118	362		89	0	1,095	203				190	Ov
Ig	504	1,075	0	111																																																															
	0	0	0	0																																																															
	0	0	1,303	1,123																																																															
			790	Ig																																																															
Ig	152	2,045	0	0																																																															
	315	0	0	0																																																															
	0	396	0	0																																																															
			1,778	1,340																																																															
				Ig																																																															
Ig	817	1,341	284	848																																																															
	1,176	177	118	362																																																															
	89	0	1,095	203																																																															
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110 Fiddymt & WB PP	111 Fiddymt & EB PP	112 Fiddymt & Placer																																																																	

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**Cumulative 2050 No Project
City of Rocklin**

PM Peak Hour - Under Cumulative 2050 Conditions - No Project		
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201 Atherton & Sunset	202 Sunset & Stanford	203 Sioux & Stanford
<p>N/S Protected LOS: D E/W Protected V/C 0.83</p>	<p>N/S Protected LOS: D E/W Protected V/C 0.87</p>	<p>N/S Protected LOS: B E/W Protected Delay 19.9</p>
204 Park & Sunset	205 Sierra College & Granite	206 Sierra College & WB I-80 ramps
<p>N/S Protected LOS: B E/W Protected Delay 12.4</p>	<p>N/S Protected LOS: E E/W Protected V/C 1.00</p>	<p>N/S Protected LOS: E E/W Protected V/C 0.99</p>
207 Sierra College & EB I-80 ramps	208 Sierra College & Valley View	209 Sioux & Whitney
<p>N/S Protected LOS: F E/W Protected V/C 1.11</p>	<p>N/S Protected LOS: F E/W Protected V/C 1.11</p>	<p>N/S Protected LOS: F E/W Protected V/C 1.11</p>
210 Atherton & Whitney	210 Atherton & Whitney	210 Atherton & Whitney

**Cumulative 2050 No Project
City of Loomis
City of Roseville**

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Cumulative 2050 Plus Project
City of Lincoln

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**Cumulative 2050 Plus Project
Placer County**

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project																																																																																																																										
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PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project		
<p> In 0 1,271 682 357 0 222 In 0 1,494 920 In </p>	<p> Ov 623 781 89 807 26 416 In 361 1,292 116 Ov 315 109 268 </p>	<p> Ov 275 619 674 346 987 264 Ov 122 635 134 Ov 827 1,570 220 </p>
N/S Protected LOS: F E/W Permitted V/C 1.12	N/S Protected LOS: E E/W Protected V/C 0.91	N/S Protected LOS: E E/W Protected V/C 0.99
116 Foothills & EB PP	117 Foothills & Placer	118 Foothills & University
<p> Ov 0 1,012 0 0 0 414 Ov 568 852 0 Ov </p>		
N/S Protected LOS: A E/W Protected V/C 0.56		
119 Foothills & Nicholas		

Cumulative 2050 Plus Project
City of Loomis
City of Roseville

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project																																																																										
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**Cumulative Plus Project
With Mitigated Transportation Network
City of Lincoln**

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project Plus Dowd Ext			
N/S Protected	LOS: C	N/S Protected	LOS: C
E/W Protected	Delay 24.7	E/W Protected	Delay 24.2
15	Ferrari Ranch & SR 193	16	Oak Tree & SR 193
N/S Protected	LOS: D	N/S Protected	LOS: C
E/W Permitted	Delay 35.6	E/W Permitted	V/C 0.75
18	Old SR 65 & 1st St	19	Ferrari & Ingram
N/S Protected	LOS: B	N/S Protected	LOS: B
E/W Protected	V/C 0.70	E/W Permitted	Delay 14.2
21	Lincoln & Ferrari	22	E Lincoln & Sterling
N/S Protected	LOS: B	N/S Protected	LOS: A
E/W Protected	V/C 0.64	E/W Protected	V/C 0.59
24	Dowd & Moore	25	Fiddymt & Moore
N/S Protected	LOS: A	N/S Permitted	LOS: C
E/W Permitted	V/C 0.57	E/W Permitted	Delay 21.0
28	Sierra College & Twelve Bridges	29	Industrial & Twelve Bridges
N/S Protected	LOS: A	N/S Permitted	LOS: C
E/W Permitted	V/C 0.67	E/W Permitted	Delay 21.0
30	SR65SBoff & Twelve Bridges		

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<table border="1"> <tr><td align="center">Ov</td><td></td><td align="center">Ig</td></tr> <tr><td align="center">361</td><td></td><td align="center">0</td></tr> <tr><td align="center">425</td><td></td><td align="center">0</td></tr> <tr><td align="center">0</td><td></td><td align="center">0</td></tr> <tr><td align="center">659</td><td></td><td align="center">38</td></tr> <tr><td align="center">0</td><td></td><td align="center">536</td></tr> <tr><td align="center">377</td><td></td><td align="center">0</td></tr> <tr><td align="center">Ov</td><td></td><td align="center">Ig</td></tr> <tr><td>N/S Protected</td><td></td><td>LOS: A</td></tr> <tr><td>E/W Permitted</td><td></td><td>V/C 0.48</td></tr> </table>	Ov		Ig	361		0	425		0	0		0	659		38	0		536	377		0	Ov		Ig	N/S Protected		LOS: A	E/W Permitted		V/C 0.48	<table border="1"> <tr><td align="center">Ig</td><td></td><td align="center">In</td></tr> <tr><td align="center">814</td><td></td><td align="center">0</td></tr> <tr><td align="center">1,800</td><td></td><td align="center">0</td></tr> <tr><td align="center">0</td><td></td><td align="center">0</td></tr> <tr><td align="center">57</td><td></td><td align="center">0</td></tr> <tr><td align="center">0</td><td></td><td align="center">1,527</td></tr> <tr><td align="center">262</td><td></td><td align="center">488</td></tr> <tr><td align="center">In</td><td></td><td align="center">Ig</td></tr> <tr><td>N/S Permitted</td><td></td><td>LOS: B</td></tr> <tr><td>E/W Permitted</td><td></td><td>Delay 11.4</td></tr> </table>	Ig		In	814		0	1,800		0	0		0	57		0	0		1,527	262		488	In		Ig	N/S Permitted		LOS: B	E/W Permitted		Delay 11.4	<table border="1"> <tr><td align="center">Ig</td><td></td><td align="center">In</td></tr> <tr><td align="center">107</td><td></td><td align="center">691</td></tr> <tr><td align="center">2,076</td><td></td><td align="center">0</td></tr> <tr><td align="center">0</td><td></td><td align="center">538</td></tr> <tr><td align="center">0</td><td></td><td align="center">0</td></tr> <tr><td align="center">0</td><td></td><td align="center">1,226</td></tr> <tr><td align="center">0</td><td></td><td align="center">357</td></tr> <tr><td align="center">In</td><td></td><td align="center">Ig</td></tr> <tr><td>N/S Permitted</td><td></td><td>LOS: C</td></tr> <tr><td>E/W Permitted</td><td></td><td>Delay 20.1</td></tr> </table>	Ig		In	107		691	2,076		0	0		538	0		0	0		1,226	0		357	In		Ig	N/S Permitted		LOS: C	E/W Permitted		Delay 20.1
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55 Oak Tree & Ferrari	56 Nelson & SR65SBoff	57 Nelson & SR65NBoff																																																																																										
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58 Dowd & Road "A"	59 Airport & Road "A"	60 Fiddymnt & Road "A"																																																																																										

**Cumulative Plus Project
With Mitigated Transportation Network
Placer County**

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project Plus Dowd Ext																																																																										
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<table border="1"> <tr><td align="center">Ov</td><td></td><td align="center">Ov</td></tr> <tr><td align="center">427</td><td></td><td align="center">138</td></tr> <tr><td align="center">1,969</td><td></td><td align="center">1,392</td></tr> <tr><td align="center">115</td><td></td><td align="center">104</td></tr> <tr><td align="center">567</td><td></td><td align="center">335</td></tr> <tr><td align="center">1,767</td><td></td><td align="center">1,577</td></tr> <tr><td align="center">196</td><td></td><td align="center">34</td></tr> <tr><td align="center">Ov</td><td></td><td align="center">Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C 1.24</p>	Ov		Ov	427		138	1,969		1,392	115		104	567		335	1,767		1,577	196		34	Ov		Ov	<table border="1"> <tr><td align="center">Ov</td><td></td><td align="center">Ov</td></tr> <tr><td align="center">182</td><td></td><td align="center">661</td></tr> <tr><td align="center">1,581</td><td></td><td align="center">2,046</td></tr> <tr><td align="center">319</td><td></td><td align="center">643</td></tr> <tr><td align="center">252</td><td></td><td align="center">26</td></tr> <tr><td align="center">1,656</td><td></td><td align="center">1,152</td></tr> <tr><td align="center">87</td><td></td><td align="center">545</td></tr> <tr><td align="center">Ov</td><td></td><td align="center">Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C 1.12</p>	Ov		Ov	182		661	1,581		2,046	319		643	252		26	1,656		1,152	87		545	Ov		Ov	<table border="1"> <tr><td align="center">In</td><td></td><td align="center">Ov</td></tr> <tr><td align="center">99</td><td></td><td align="center">470</td></tr> <tr><td align="center">0</td><td></td><td align="center">1,566</td></tr> <tr><td align="center">285</td><td></td><td align="center">0</td></tr> <tr><td align="center">150</td><td></td><td align="center">0</td></tr> <tr><td align="center">1,109</td><td></td><td align="center">0</td></tr> <tr><td align="center">0</td><td></td><td></td></tr> <tr><td align="center">In</td><td></td><td align="center">In</td></tr> </table> <p>N/S Permitted LOS: D E/W Protected V/C 0.81</p>	In		Ov	99		470	0		1,566	285		0	150		0	1,109		0	0			In		In
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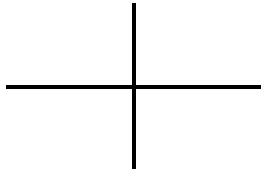
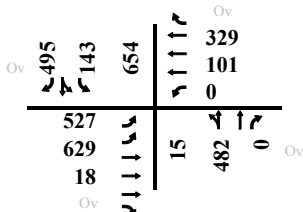
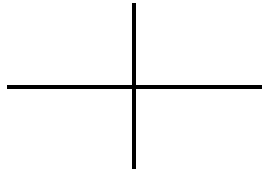
**Cumulative Plus Project
With Mitigated Transportation Network
City of Loomis
City of Roseville**

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project Plus Dowd Ext																																																																										
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<table border="1"> <tr><td align="center">Ov</td></tr> <tr><td align="center">979</td></tr> <tr><td align="center">379</td></tr> <tr><td align="center">144</td></tr> <tr><td align="center">↑ ↑ ↑</td></tr> <tr><td align="center">1,207</td></tr> <tr><td align="center">177</td></tr> <tr><td align="center">Ov</td></tr> <tr><td align="center">105</td></tr> <tr><td align="center">1,207</td></tr> <tr><td align="center">177</td></tr> <tr><td align="center">In</td></tr> <tr><td align="center">1,226</td></tr> <tr><td align="center">186</td></tr> <tr><td align="center">50</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">1,345</td></tr> <tr><td align="center">360</td></tr> <tr><td align="center">In</td></tr> </table>	Ov	979	379	144	↑ ↑ ↑	1,207	177	Ov	105	1,207	177	In	1,226	186	50	↓ ↓ ↓	1,345	360	In	<table border="1"> <tr><td align="center">In</td></tr> <tr><td align="center">700</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">1,112</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">↑ ↑ ↑</td></tr> <tr><td align="center">780</td></tr> <tr><td align="center">900</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">In</td></tr> <tr><td align="center">247</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">522</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">In</td></tr> </table>	In	700	↓ ↓ ↓	1,112	0	↑ ↑ ↑	780	900	0	In	247	0	522	0	In	<table border="1"> <tr><td align="center">In</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">1,162</td></tr> <tr><td align="center">472</td></tr> <tr><td align="center">↑ ↑ ↑</td></tr> <tr><td align="center">221</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">216</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">1,459</td></tr> <tr><td align="center">977</td></tr> <tr><td align="center">In</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">0</td></tr> <tr><td align="center">In</td></tr> </table>	In	0	↓ ↓ ↓	1,162	472	↑ ↑ ↑	221	0	216	↓ ↓ ↓	0	1,459	977	In	0	0	0	In			
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112 Fiddymnt & Placer	115 Foothills & WB PP	116 Foothills & EB PP																																																							
<table border="1"> <tr><td align="center">Ov</td></tr> <tr><td align="center">335</td></tr> <tr><td align="center">116</td></tr> <tr><td align="center">242</td></tr> <tr><td align="center">↑ ↑ ↑</td></tr> <tr><td align="center">1,322</td></tr> <tr><td align="center">102</td></tr> <tr><td align="center">Ov</td></tr> <tr><td align="center">373</td></tr> <tr><td align="center">1,322</td></tr> <tr><td align="center">102</td></tr> <tr><td align="center">In</td></tr> <tr><td align="center">779</td></tr> <tr><td align="center">36</td></tr> <tr><td align="center">424</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">805</td></tr> <tr><td align="center">92</td></tr> <tr><td align="center">In</td></tr> </table>	Ov	335	116	242	↑ ↑ ↑	1,322	102	Ov	373	1,322	102	In	779	36	424	↓ ↓ ↓	805	92	In	<table border="1"> <tr><td align="center">Ov</td></tr> <tr><td align="center">467</td></tr> <tr><td align="center">222</td></tr> <tr><td align="center">310</td></tr> <tr><td align="center">↑ ↑ ↑</td></tr> <tr><td align="center">1,635</td></tr> <tr><td align="center">78</td></tr> <tr><td align="center">In</td></tr> <tr><td align="center">5</td></tr> <tr><td align="center">44</td></tr> <tr><td align="center">17</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">2,182</td></tr> <tr><td align="center">191</td></tr> <tr><td align="center">In</td></tr> </table>	Ov	467	222	310	↑ ↑ ↑	1,635	78	In	5	44	17	↓ ↓ ↓	2,182	191	In	<table border="1"> <tr><td align="center">Ov</td></tr> <tr><td align="center">467</td></tr> <tr><td align="center">222</td></tr> <tr><td align="center">310</td></tr> <tr><td align="center">↑ ↑ ↑</td></tr> <tr><td align="center">1,635</td></tr> <tr><td align="center">78</td></tr> <tr><td align="center">In</td></tr> <tr><td align="center">5</td></tr> <tr><td align="center">44</td></tr> <tr><td align="center">17</td></tr> <tr><td align="center">↓ ↓ ↓</td></tr> <tr><td align="center">2,182</td></tr> <tr><td align="center">191</td></tr> <tr><td align="center">In</td></tr> </table>	Ov	467	222	310	↑ ↑ ↑	1,635	78	In	5	44	17	↓ ↓ ↓	2,182	191	In						
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117 Foothills & Placer	120 Dowd & W Sunset																																																								

**Cumulative Plus Project
 With Mitigated Transportaion Network
 Intersection Mitigation Measures
 City of Rocklin**

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project (mitigated)		
	 <p> ^{Ov} 495 ^{Ov} 143 654 527 629 18 ^{Ov} </p> <p> ^{Ov} 329 101 0 15 482 0 ^{Ov} </p>	
	N/S Split Phase LOS: C E/W Protected V/C 0.73	
	203 Sioux & Stanford	

**Cumulative 2050 No Project
No Placer Parkway
City of Lincoln**

PM Peak Hour - Under Cumulative 2050 Conditions - No Project																																																																																																																																																		
<table border="1"> <tr><td>In</td><td>0</td><td>0</td><td>0</td><td>Ig</td><td>406</td></tr> <tr><td></td><td></td><td></td><td></td><td>↑↑↑</td><td>1,131</td></tr> <tr><td></td><td></td><td></td><td></td><td>↑</td><td>0</td></tr> <tr><td></td><td>313</td><td></td><td></td><td>↘↘↘</td><td></td></tr> <tr><td></td><td>759</td><td>↑↑</td><td></td><td></td><td></td></tr> <tr><td></td><td>0</td><td></td><td>315</td><td>0</td><td>1,093</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Permitted LOS: B E/W Permitted Delay 11.4</p>	In	0	0	0	Ig	406					↑↑↑	1,131					↑	0		313			↘↘↘			759	↑↑					0		315	0	1,093							In						<table border="1"> <tr><td>Ov</td><td>286</td><td>244</td><td>138</td><td>Ov</td><td>68</td></tr> <tr><td></td><td>↘↘↘</td><td>↘↘↘</td><td>↘↘↘</td><td>↑↑↑</td><td>664</td></tr> <tr><td></td><td></td><td></td><td></td><td>↑</td><td>209</td></tr> <tr><td></td><td>412</td><td></td><td></td><td>↘↘↘</td><td></td></tr> <tr><td></td><td>861</td><td>↘↘</td><td></td><td></td><td></td></tr> <tr><td></td><td>0</td><td></td><td>60</td><td>396</td><td>348</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: B E/W Protected V/C 0.65</p>	Ov	286	244	138	Ov	68		↘↘↘	↘↘↘	↘↘↘	↑↑↑	664					↑	209		412			↘↘↘			861	↘↘					0		60	396	348							Ov						<table border="1"> <tr><td>Ig</td><td>101</td><td>0</td><td>32</td><td>Ig</td><td>183</td></tr> <tr><td></td><td>↘↘↘</td><td></td><td></td><td>↑↑↑</td><td>247</td></tr> <tr><td></td><td></td><td></td><td></td><td>↑</td><td>0</td></tr> <tr><td></td><td>54</td><td>↘</td><td></td><td></td><td></td></tr> <tr><td></td><td>57</td><td></td><td></td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td></td><td></td><td>0</td><td>0</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ig</td><td></td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Stop Sign LOS: A E/W Uncontrolled Delay 2.0</p>	Ig	101	0	32	Ig	183		↘↘↘			↑↑↑	247					↑	0		54	↘					57			0	0		0			0	0							Ig					
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City of Roseville**

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Cumulative 2050 Plus Project
No Placer Parkway
City of Lincoln

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project			
N/S Protected LOS: C	N/S Protected LOS: C	N/S Protected LOS: A	
E/W Protected Delay 24.8	E/W Protected Delay 24.7	E/W Protected V/C 0.45	
15	16	17	
Ferrari Ranch & SR 193	Oak Tree & SR 193	Joiner Pkwy & 1st Street	
N/S Protected LOS: D	N/S Protected LOS: C	N/S Protected LOS: C	
E/W Permitted Delay 41.1	E/W Permitted V/C 0.76	E/W Protected Delay 28.3	
18	19	20	
Old SR 65 & 1st St	Ferrari & Ingram	Old SR 65 & Ferrari Ranch Rd	
N/S Protected LOS: B	N/S Protected LOS: B	N/S Protected LOS: B	
E/W Protected V/C 0.69	E/W Permitted V/C 0.60	E/W Permitted Delay 15.0	
21	22	23	
Lincoln & Ferrari	E Lincoln & Sterling	Old SR 65 & Sterling	
N/S Protected LOS: B	N/S Protected LOS: D	N/S Protected LOS: A	
E/W Protected V/C 0.66	E/W Protected V/C 0.83	E/W Permitted V/C 0.51	
24	25	27	
Dowd & Moore	Fiddymt & Moore	E Lincoln & Dell Web N	
N/S Protected LOS: B	N/S Protected LOS: C	N/S Permitted LOS: C	
E/W Permitted V/C 0.60	E/W Split Phase V/C 0.74	E/W Permitted Delay 21.9	
28	29	30	
Sierra College & Twelve Bridges	Industrial & Twelve Bridges	SR65SBoff & Twelve Bridges	

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Cumulative 2050 Plus Project
No Placer Parkway
City of Lincoln

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project																																																																																																																																																																																						
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Cumulative 2050 Plus Project
No Placer Parkway
Placer County

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project		
N/S Permitted LOS: D E/W Permitted V/C 0.82	N/S Split Phase LOS: C E/W Protected Delay 21.1	N/S Protected LOS: E E/W Permitted V/C 0.96
101 McCourtney & Wise	102 Sierra College & SR 193	103 Sierra College & English Col.
N/S Protected LOS: F E/W Permitted V/C 1.70	N/S Protected LOS: C E/W Permitted V/C 0.79	N/S Protected LOS: D E/W Protected V/C 0.90
104 Fiddymt & W Sunset	105 Industrial & Placer Corp	106 Industrial & South Loop
N/S Protected LOS: F E/W Protected V/C 1.26	N/S Protected LOS: F E/W Protected V/C 1.27	N/S Permitted LOS: D E/W Protected V/C 0.83
107 Watt & Baseline	108 Fiddymt & Baseline	109 Bickford & Sierra College
N/S Permitted LOS: D E/W Permitted V/C 0.82	N/S Permitted LOS: D E/W Permitted V/C 0.82	N/S Protected LOS: F E/W Protected V/C 1.19
110 Fiddymt & WB PP	111 Fiddymt & EB PP	112 Fiddymt & Placer
N/S Protected LOS: F E/W Protected V/C 1.14	N/S Protected LOS: F E/W Protected V/C 1.41	N/S Protected LOS: B E/W Permitted V/C 0.67
113 Fiddymt & B St	114 Fiddymt & University	115 Foothills & WB PP

Cumulative 2050 Plus Project
No Placer Parkway
City of Rocklin

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project																																																																																												
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Cumulative 2050 Plus Project
No Placer Parkway
City of Loomis
City of Roseville

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project		
<p>N/S Protected LOS: F E/W Permitted V/C 1.01</p>	<p>N/S Protected LOS: F E/W Protected V/C 1.12</p>	
301 Sierra College & King	302 Sierra College & Pacific Taylor	
<p>N/S Protected LOS: F E/W Protected V/C 1.24</p>	<p>N/S Protected LOS: F E/W Protected V/C 1.32</p>	<p>N/S Protected LOS: F E/W Protected V/C 1.19</p>
401 Foothills & Blue Oaks	402 Fiddymnt & Pleasant Grove	403 Foothills & Pleasant Grove
<p>N/S Protected LOS: F E/W Protected V/C 1.01</p>	<p>N/S Protected LOS: F E/W Protected V/C 1.36</p>	<p>N/S Protected LOS: C E/W Protected V/C 0.71</p>
404 Westside & Blue Oaks	405 Fiddymnt & Blue Oaks	406 Westside & Pleasant Grove

**Cumulative 2050 Plus Project
With Mitigated Transportation Network
No Placer Parkway
City of Lincoln**

PM Peak Hour - Cumulative 2050 - Proposed Project with Mitigated Network																																																																																																																																																		
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28 Sierra College & Twelve Bridges	29 Industrial & Twelve Bridges	30 SR65SBoff & Twelve Bridges																																																																																																																																																

**Cumulative 2050 Plus Project
With Mitigated Transportation Network
No Placer Parkway
City of Lincoln**

PM Peak Hour - Cumulative 2050 - Proposed Project with Mitigated Network			
In 0 0 0 0 997 384 283 0 868 Ig	Ov 294 257 91 395 873 1 41 762 437 Ov	Ov 304 1,319 80 181 64 164 219 1,360 63 Ov	
N/S Permitted LOS: A	N/S Protected LOS: B	N/S Protected LOS: D	
E/W Permitted Delay 9.8	E/W Protected V/C 0.65	E/W Protected V/C 0.81	
31 SR65NBoff & Twelve Bridges	32 E Lincoln & Twelve Bridges	33 Dowd & Catlett	
Ov 441 1,223 33 471 17 331 593 1,793 0 Ov	Ov 0 1,345 311 0 421 255 379 1,727 363 Ov	In 882 406 0 1,223 0 576 785 826 0 In	
N/S Protected LOS: D	N/S Protected LOS: E	N/S Protected LOS: D	
E/W Protected V/C 0.81	E/W Protected V/C 0.93	E/W Permitted V/C 0.84	
34 Fiddymt & Catlett	35 Fiddymt & Athens	36 Industrial & Athens	
In 148 0 144 0 553 362 0 0 0 In	In 0 0 0 0 582 115 325 0 493 In	In 3 1 1 6 939 108 241 2 509 In	
N/S Permitted LOS: B	N/S Permitted LOS: C	N/S Split Phase LOS: A	
E/W Permitted Delay 12.6	E/W Permitted Delay 20.2	E/W Protected V/C 0.43	
37 SR65SBoff & Wise	38 SR65NSBoff & Wise	39 Airport & Wise	
Ov 267 42 164 16 1,342 91 302 13 890 Ig	Ov 198 162 52 408 903 47 59 242 21 Ov	In 0 427 232 0 0 0 0 0 361 241 Ov	
N/S Protected LOS: B	N/S Protected LOS: A	N/S Protected LOS: B	
E/W Protected V/C 0.62	E/W Protected V/C 0.58	E/W Permitted Delay 11.4	
40 Aviation & Wise	41 Road "C" & Wise	42 Old SR 65 & Oak Tree	
In 5 0 277 236 236 0 0 0 0 Ov	In 0 83 26 0 302 163 101 195 203 Ov	Ov 14 73 155 14 276 67 94 269 1 Ov	
N/S Protected LOS: A	N/S Protected LOS: A	N/S Protected LOS: A	
E/W Protected V/C 0.46	E/W Protected V/C 0.38	E/W Protected V/C 0.43	
43 Road "C" & Oak Tree	44 Gladding & Oak Tree	45 McCourtney & Oak Tree	

**Cumulative 2050 Plus Project
With Mitigated Transportation Network
No Placer Parkway
Placer County**

PM Peak Hour - Cumulative 2050 - Proposed Project with Mitigated Network																																																																										
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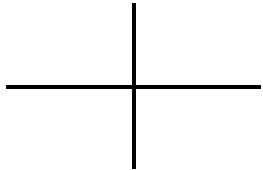
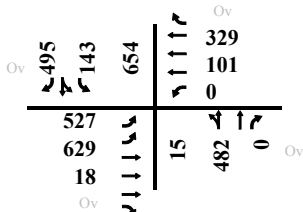
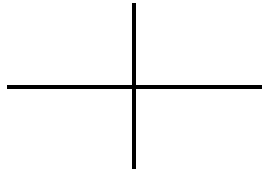
**Cumulative 2050 Plus Project
With Mitigated Transportation Network
No Placer Parkway
City of Rocklin**

PM Peak Hour - Cumulative 2050 - Proposed Project with Mitigated Network																																																																																												
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**Cumulative 2050 Plus Project
With Mitigated Transportation Network
No Placer Parkway
City of Loomis
City of Roseville**

PM Peak Hour - Cumulative 2050 - Proposed Project with Mitigated Network		
<p>N/S Protected LOS: F E/W Permitted V/C: 1.01</p>	<p>N/S Protected LOS: F E/W Protected V/C: 1.10</p>	
301 Sierra College & King	302 Sierra College & Pacific Taylor	
<p>N/S Protected LOS: F E/W Protected V/C: 1.19</p>	<p>N/S Protected LOS: F E/W Protected V/C: 1.29</p>	<p>N/S Protected LOS: F E/W Protected V/C: 1.18</p>
401 Foothills & Blue Oaks	402 Fiddymnt & Pleasant Grove	403 Foothills & Pleasant Grove
<p>N/S Protected LOS: F E/W Protected V/C: 1.17</p>	<p>N/S Protected LOS: F E/W Protected V/C: 1.19</p>	<p>N/S Protected LOS: C E/W Protected V/C: 0.76</p>
404 Westside & Blue Oaks	405 Fiddymnt & Blue Oaks	406 Westside & Pleasant Grove

**Cumulative Plus Project
 With Mitigated Transportaion Network
 Intersection Mitigation Measures
 City of Rocklin**

PM Peak Hour - Under Cumulative 2050 Conditions - Proposed Project (mitigated)		
	 <p> ^{Ov} 495 ^{Ov} 143 654 527 629 18 ^{Ov} </p>	
	N/S Split Phase LOS: C E/W Protected V/C 0.73	
	203 Sioux & Stanford	

**2025 No Project
No Placer Parkway
City of Lincoln**

PM Peak Hour - Under 2025 Conditions - No Project																																																																																																											
<table border="1"> <tr><td>In</td><td>67</td><td></td><td>In</td><td>301</td></tr> <tr><td></td><td>4</td><td>0</td><td></td><td>604</td></tr> <tr><td></td><td></td><td>257</td><td></td><td>0</td></tr> <tr><td></td><td>141</td><td></td><td></td><td></td></tr> <tr><td></td><td>1,054</td><td>4</td><td></td><td>0</td></tr> <tr><td></td><td>0</td><td></td><td></td><td>0</td></tr> <tr><td>In</td><td></td><td></td><td>In</td><td></td></tr> </table> <p>N/S Permitted LOS: B E/W Protected Delay 19.4</p>	In	67		In	301		4	0		604			257		0		141					1,054	4		0		0			0	In			In		<table border="1"> <tr><td>Ov</td><td>32</td><td></td><td>Ov</td><td>71</td></tr> <tr><td></td><td>575</td><td>68</td><td></td><td>57</td></tr> <tr><td></td><td></td><td></td><td></td><td>154</td></tr> <tr><td></td><td>39</td><td></td><td></td><td></td></tr> <tr><td></td><td>36</td><td></td><td></td><td>186</td></tr> <tr><td></td><td>125</td><td></td><td></td><td>857</td></tr> <tr><td>Ov</td><td></td><td></td><td>Ov</td><td>261</td></tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.46</p>	Ov	32		Ov	71		575	68		57					154		39					36			186		125			857	Ov			Ov	261	<table border="1"> <tr><td>In</td><td>53</td><td></td><td>In</td><td>6</td></tr> <tr><td></td><td>4</td><td>0</td><td></td><td>109</td></tr> <tr><td></td><td></td><td>728</td><td></td><td>135</td></tr> <tr><td></td><td>92</td><td></td><td></td><td></td></tr> <tr><td></td><td>105</td><td>4</td><td></td><td>42</td></tr> <tr><td></td><td>151</td><td></td><td></td><td>686</td></tr> <tr><td>In</td><td></td><td></td><td>In</td><td>85</td></tr> </table> <p>N/S Protected LOS: C E/W Permitted Delay 28.3</p>	In	53		In	6		4	0		109			728		135		92					105	4		42		151			686	In			In	85
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<table border="1"> <tr><td>In</td><td>222</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>68</td><td>4</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>655</td><td>1,137</td><td>0</td></tr> <tr><td></td><td>222</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.41</p>	In	222	0	0	0		68	4	0	0		0	655	1,137	0		222	0	0	0	In					<table border="1"> <tr><td>In</td><td>0</td><td>357</td><td>1,018</td><td>520</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>360</td><td>16</td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: D E/W Permitted V/C 0.84</p>	In	0	357	1,018	520		0	0	0	0		0	0	360	16	In					<table border="1"> <tr><td>In</td><td>0</td><td>220</td><td>137</td><td>6</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>310</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>369</td></tr> <tr><td>Ig</td><td></td><td></td><td></td><td>824</td></tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.44</p>	In	0	220	137	6		0	0	0	0		0	0	0	310		0	0	0	369	Ig				824					
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Ig	264	917	103	458																																																																									
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Ov	33	935	4	13																																																																									
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117 Foothills & Placer	118 Foothills & University	119 Foothills & Nicholas																																																																											

**2025 No Project
No Placer Parkway
City of Rocklin**

PM Peak Hour - Under 2025 Conditions - No Project		
<p> In: 153 Ov: 281, 134, 227 173 1,075 128 Ov: 326, 60, 88 </p>	<p> In: 727 Ov: 104, 114, 740 638 721 47 Ov: 92, 200, 64 </p>	<p> Ov: 722, 62, 580 906 696 6 Ov: 5, 151, 0 </p>
N/S Split Phase LOS: A E/W Protected V/C 0.56	N/S Protected LOS: D E/W Protected V/C 0.83	N/S Split Phase LOS: C E/W Protected V/C 0.75
201 Atherton & Sunset	202 Sunset & Stanford	203 Sioux & Stanford
<p> Ig: 153 Ig: 57, 650, 120 85 1,210 211 Ov: 432, 815, 421 </p>	<p> Ov: 31 Ov: 182, 1,464, 67 324 28 283 Ov: 176, 1,479, 87 </p>	<p> In: 177 In: 0, 1,834, 0 7 0 121 Ov: 15, 718, 30 </p>
N/S Protected LOS: E E/W Protected V/C 0.95	N/S Protected LOS: E E/W Protected V/C 0.91	N/S Protected LOS: C E/W Protected Delay 20.0
204 Park & Sunset	205 Sierra College & Granite	206 Sierra College & WB I-80 ramps
<p> In: 172 In: 158, 1,717, 66 359 76 26 Ov: 0, 73, 1,829, 52 </p>	<p> In: 0 In: 255, 1,030, 0 565 0 712 Ov: 442, 1,184, 0 </p>	<p> Ov: 101 Ov: 574, 589, 145 444 351 409 Ov: 182, 31, 218, 980, 130 </p>
N/S Protected LOS: B E/W Protected Delay 12.9	N/S Protected LOS: E E/W Protected V/C 0.91	N/S Protected LOS: B E/W Protected V/C 0.67
207 Sierra College & EB I-80 ramps	208 Sierra College & Valley View	209 Sioux & Whitney
<p> Ov: 28 Ov: 237, 25, 91 378 1,110 96 Ov: 228, 55, 3 </p>		
N/S Protected LOS: A E/W Protected V/C 0.49		
210 Atherton & Whitney		

**2025 No Project
No Placer Parkway
City of Loomis
City of Roseville**

PM Peak Hour - Under 2025 Conditions - No Project																																																																																												
<table border="1"> <tr> <td style="text-align: center;">In</td> <td style="text-align: center;">Ov</td> <td></td> </tr> <tr> <td style="text-align: center;">19 ↓</td> <td style="text-align: center;">275</td> <td></td> </tr> <tr> <td style="text-align: center;">1,105 ↓</td> <td style="text-align: center;">9</td> <td></td> </tr> <tr> <td style="text-align: center;">377 ↓</td> <td style="text-align: center;">25</td> <td></td> </tr> <tr> <td style="text-align: center;">49 ←</td> <td style="text-align: center;">5</td> <td style="text-align: center;">↑ ↑ ↑</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">1,297</td> <td style="text-align: center;">28</td> </tr> <tr> <td style="text-align: center;">6</td> <td style="text-align: center;">In</td> <td></td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> </tr> <tr> <td>N/S Protected</td> <td>LOS: E</td> <td></td> </tr> <tr> <td>E/W Permitted</td> <td>V/C 0.95</td> <td></td> </tr> </table>	In	Ov		19 ↓	275		1,105 ↓	9		377 ↓	25		49 ←	5	↑ ↑ ↑	25	1,297	28	6	In		In			N/S Protected	LOS: E		E/W Permitted	V/C 0.95		<table border="1"> <tr> <td style="text-align: center;">In</td> <td style="text-align: center;">In</td> <td></td> </tr> <tr> <td style="text-align: center;">116 ↓</td> <td style="text-align: center;">30</td> <td style="text-align: center;">59</td> </tr> <tr> <td style="text-align: center;">1,160 ↓</td> <td style="text-align: center;">391</td> <td style="text-align: center;">424</td> </tr> <tr> <td style="text-align: center;">181</td> <td style="text-align: center;">234</td> <td style="text-align: center;">↑ ↑ ↑</td> </tr> <tr> <td style="text-align: center;">467</td> <td style="text-align: center;">1,420</td> <td style="text-align: center;">342</td> </tr> <tr> <td style="text-align: center;">273</td> <td style="text-align: center;">In</td> <td></td> </tr> <tr> <td style="text-align: center;">In</td> <td></td> <td></td> </tr> <tr> <td>N/S Protected</td> <td>LOS: F</td> <td></td> </tr> <tr> <td>E/W Protected</td> <td>V/C 1.10</td> <td></td> </tr> </table>	In	In		116 ↓	30	59	1,160 ↓	391	424	181	234	↑ ↑ ↑	467	1,420	342	273	In		In			N/S Protected	LOS: F		E/W Protected	V/C 1.10		+																																	
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2025 Plus Project
No Placer Parkway
City of Lincoln

PM Peak Hour - Under 2025 Conditions - Proposed Project																																																																																																																																				
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2025 Plus Project
No Placer Parkway
City of Lincoln

PM Peak Hour - Under 2025 Conditions - Proposed Project																																																																										
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2025 Plus Project
No Placer Parkway
City of Lincoln

PM Peak Hour - Under 2025 Conditions - Proposed Project																																																																																																																										
<table border="1"> <tr><td>Ov</td><td>102</td><td></td><td>Ov</td><td>26</td></tr> <tr><td>↖</td><td>50</td><td></td><td>↑↑</td><td>207</td></tr> <tr><td>↘</td><td>63</td><td></td><td>↑</td><td>109</td></tr> <tr><td colspan="2">-----</td><td></td><td></td><td></td></tr> <tr><td>10</td><td>↘</td><td></td><td>↘↑↑</td><td></td></tr> <tr><td>157</td><td>↘↑</td><td></td><td>582</td><td>45</td></tr> <tr><td>178</td><td>↘↑↑</td><td></td><td></td><td>423</td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Protected LOS: B E/W Protected V/C 0.63</p>	Ov	102		Ov	26	↖	50		↑↑	207	↘	63		↑	109	-----					10	↘		↘↑↑		157	↘↑		582	45	178	↘↑↑			423	Ov				Ov	<table border="1"> <tr><td>Ov</td><td>350</td><td></td><td>Ov</td><td>47</td></tr> <tr><td>↖</td><td>462</td><td></td><td>↑↑</td><td>277</td></tr> <tr><td>↘</td><td>49</td><td></td><td>↑↑↑</td><td>323</td></tr> <tr><td colspan="2">-----</td><td></td><td></td><td></td></tr> <tr><td>203</td><td>↘</td><td></td><td>↘↑↑↑</td><td></td></tr> <tr><td>146</td><td>↘↑</td><td></td><td>484</td><td>547</td></tr> <tr><td>283</td><td>↘↑↑</td><td></td><td></td><td>146</td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.60</p>	Ov	350		Ov	47	↖	462		↑↑	277	↘	49		↑↑↑	323	-----					203	↘		↘↑↑↑		146	↘↑		484	547	283	↘↑↑			146	Ov				Ov	<table border="1"> <tr><td>Ig</td><td>488</td><td></td><td>Ig</td><td>0</td></tr> <tr><td>↖</td><td>701</td><td></td><td>↑↑</td><td>0</td></tr> <tr><td>↘</td><td>0</td><td></td><td>↑↑↑</td><td>0</td></tr> <tr><td colspan="2">-----</td><td></td><td></td><td></td></tr> <tr><td>250</td><td>↘</td><td></td><td>↘↑↑↑</td><td></td></tr> <tr><td>0</td><td>↘↑</td><td></td><td>158</td><td>515</td></tr> <tr><td>92</td><td>↘↑↑</td><td></td><td></td><td>0</td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td>Ig</td></tr> </table> <p>N/S Protected LOS: A E/W Permitted V/C 0.49</p>	Ig	488		Ig	0	↖	701		↑↑	0	↘	0		↑↑↑	0	-----					250	↘		↘↑↑↑		0	↘↑		158	515	92	↘↑↑			0	Ov				Ig
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<table border="1"> <tr><td>Ov</td><td>57</td><td></td><td>Ov</td><td>506</td></tr> <tr><td>↖</td><td>131</td><td></td><td>↑↑↑</td><td>820</td></tr> <tr><td>↘</td><td>149</td><td></td><td>↑</td><td>195</td></tr> <tr><td colspan="2">-----</td><td></td><td></td><td></td></tr> <tr><td>151</td><td>↘</td><td></td><td>↘↑↑</td><td></td></tr> <tr><td>630</td><td>↘↑</td><td></td><td>109</td><td>392</td></tr> <tr><td>31</td><td>↘↑↑</td><td></td><td></td><td>81</td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.74</p>	Ov	57		Ov	506	↖	131		↑↑↑	820	↘	149		↑	195	-----					151	↘		↘↑↑		630	↘↑		109	392	31	↘↑↑			81	Ov				Ov	<table border="1"> <tr><td>In</td><td>476</td><td></td><td>Ig</td><td>558</td></tr> <tr><td>↖</td><td>0</td><td></td><td>↑↑↑</td><td>1,745</td></tr> <tr><td>↘</td><td>201</td><td></td><td>↑</td><td>0</td></tr> <tr><td colspan="2">-----</td><td></td><td></td><td></td></tr> <tr><td>0</td><td>↘</td><td></td><td>↘↑↑</td><td></td></tr> <tr><td>753</td><td>↘↑</td><td></td><td>0</td><td>0</td></tr> <tr><td>670</td><td>↘↑↑</td><td></td><td>0</td><td>0</td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td>In</td></tr> </table> <p>N/S Permitted LOS: B E/W Permitted Delay 19.1</p>	In	476		Ig	558	↖	0		↑↑↑	1,745	↘	201		↑	0	-----					0	↘		↘↑↑		753	↘↑		0	0	670	↘↑↑		0	0	Ov				In	<table border="1"> <tr><td>In</td><td>0</td><td></td><td>Ig</td><td>329</td></tr> <tr><td>↖</td><td>0</td><td></td><td>↑↑↑</td><td>1,237</td></tr> <tr><td>↘</td><td>0</td><td></td><td>↑</td><td>0</td></tr> <tr><td colspan="2">-----</td><td></td><td></td><td></td></tr> <tr><td>0</td><td>↘</td><td></td><td>↘↑↑↑</td><td></td></tr> <tr><td>565</td><td>↘↑</td><td></td><td>1,065</td><td>0</td></tr> <tr><td>389</td><td>↘↑↑</td><td></td><td></td><td>108</td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td>In</td></tr> </table> <p>N/S Permitted LOS: C E/W Permitted Delay 22.5</p>	In	0		Ig	329	↖	0		↑↑↑	1,237	↘	0		↑	0	-----					0	↘		↘↑↑↑		565	↘↑		1,065	0	389	↘↑↑			108	Ov				In
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Placer County

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<table border="1"> <tr><td>Ov</td><td>14</td><td>157</td><td>26</td><td>38</td></tr> <tr><td></td><td>74</td><td>102</td><td></td><td>280</td></tr> <tr><td></td><td>519</td><td>0</td><td>348</td><td>148</td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Permitted LOS: D E/W Permitted V/C 0.81</p>	Ov	14	157	26	38		74	102		280		519	0	348	148		0				Ov					<table border="1"> <tr><td>In</td><td>8</td><td>4</td><td>4</td><td>76</td></tr> <tr><td></td><td>5</td><td>168</td><td></td><td>505</td></tr> <tr><td></td><td>515</td><td>585</td><td>5</td><td>300</td></tr> <tr><td></td><td>288</td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Split Phase LOS: C E/W Protected Delay 22.8</p>	In	8	4	4	76		5	168		505		515	585	5	300		288				Ov					<table border="1"> <tr><td>In</td><td>0</td><td>1,514</td><td>352</td><td>453</td></tr> <tr><td></td><td>0</td><td>70</td><td></td><td>0</td></tr> <tr><td></td><td>0</td><td>1,956</td><td>39</td><td></td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.05</p>	In	0	1,514	352	453		0	70		0		0	1,956	39			0				In				
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<table border="1"> <tr><td>In</td><td>19</td><td>1,649</td><td>0</td><td>0</td></tr> <tr><td></td><td>14</td><td>832</td><td>1,637</td><td>0</td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td></td><td>142</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Permitted LOS: F E/W Permitted V/C 1.76</p>	In	19	1,649	0	0		14	832	1,637	0		0					142				In					<table border="1"> <tr><td>In</td><td>0</td><td>474</td><td>1,055</td><td>568</td></tr> <tr><td></td><td>0</td><td>0</td><td>447</td><td>13</td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.05</p>	In	0	474	1,055	568		0	0	447	13		0					0				In					<table border="1"> <tr><td>In</td><td>0</td><td>278</td><td>196</td><td>5</td></tr> <tr><td></td><td>0</td><td>0</td><td>319</td><td>0</td></tr> <tr><td></td><td>0</td><td>456</td><td>780</td><td></td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: B E/W Permitted V/C 0.68</p>	In	0	278	196	5		0	0	319	0		0	456	780			0				In				
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104 Fiddymt & W Sunset	105 Industrial & Placer Corp	106 Industrial & South Loop																																																																											
<table border="1"> <tr><td>Ov</td><td>534</td><td>1,183</td><td>2</td><td>8</td></tr> <tr><td></td><td>731</td><td>1,527</td><td>38</td><td>1,013</td></tr> <tr><td></td><td>1,847</td><td>0</td><td>1,013</td><td>233</td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: E E/W Protected V/C 0.97</p>	Ov	534	1,183	2	8		731	1,527	38	1,013		1,847	0	1,013	233		0				Ov					<table border="1"> <tr><td>Ov</td><td>229</td><td>40</td><td>366</td><td>692</td></tr> <tr><td></td><td>275</td><td>1,897</td><td>33</td><td>1,561</td></tr> <tr><td></td><td>64</td><td>20</td><td>117</td><td>40</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.75</p>	Ov	229	40	366	692		275	1,897	33	1,561		64	20	117	40						Ov					<table border="1"> <tr><td>In</td><td>102</td><td>0</td><td>281</td><td>462</td></tr> <tr><td></td><td>159</td><td>1,942</td><td>0</td><td>0</td></tr> <tr><td></td><td>1,578</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Permitted LOS: E E/W Protected V/C 0.90</p>	In	102	0	281	462		159	1,942	0	0		1,578	0	0	0		0				In				
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107 Watt & Baseline	108 Fiddymt & Baseline	109 Bickford & Sierra College																																																																											
<table border="1"> <tr><td>In</td><td>282</td><td>1,401</td><td>107</td><td>636</td></tr> <tr><td></td><td>494</td><td>321</td><td>67</td><td>372</td></tr> <tr><td></td><td>328</td><td>244</td><td>1,338</td><td>81</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: D E/W Protected V/C 0.85</p>	In	282	1,401	107	636		494	321	67	372		328	244	1,338	81						Ov					<table border="1"> <tr><td>Ov</td><td>159</td><td>1,536</td><td>102</td><td>11</td></tr> <tr><td></td><td>195</td><td>33</td><td>78</td><td>199</td></tr> <tr><td></td><td>625</td><td>487</td><td>1,456</td><td>13</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: D E/W Protected V/C 0.87</p>	Ov	159	1,536	102	11		195	33	78	199		625	487	1,456	13						In					<table border="1"> <tr><td>Ov</td><td>13</td><td>1,905</td><td>321</td><td>549</td></tr> <tr><td></td><td>172</td><td>425</td><td>319</td><td>380</td></tr> <tr><td></td><td>453</td><td>268</td><td>1,236</td><td>190</td></tr> <tr><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Ov</td><td></td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: E E/W Protected V/C 0.92</p>	Ov	13	1,905	321	549		172	425	319	380		453	268	1,236	190						Ov				
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117 Foothills & Placer	118 Foothills & University	119 Foothills & Nicholas																																																																											

2025 Plus Project
No Placer Parkway
City of Rocklin

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2025 Plus Project
No Placer Parkway
City of Loomis
City of Rocklin

PM Peak Hour - Under 2025 Conditions - Proposed Project					
301	Sierra College & King	302	Sierra College & Pacific Taylor		
401	Foothills & Blue Oaks	402	Fiddymt & Pleasant Grove	403	Foothills & Pleasant Grove
404	Westside & Blue Oaks	405	Fiddymt & Blue Oaks	406	Westside & Pleasant Grove

**2025 Plus Project
 No Placer Parkway
 Mitigation Measures
 Placer County**

PM Peak Hour - Under 2025 Conditions - Proposed Project (mitigated)																																																																																																																																
<table border="1"> <tr> <td>In</td> <td>14</td> <td>157</td> <td>26</td> <td>In</td> <td>38</td> </tr> <tr> <td></td> <td>↖</td> <td></td> <td></td> <td>↗</td> <td>280</td> </tr> <tr> <td></td> <td>74</td> <td>4</td> <td>0</td> <td></td> <td>102</td> </tr> <tr> <td></td> <td>519</td> <td></td> <td></td> <td></td> <td>348</td> </tr> <tr> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>148</td> </tr> <tr> <td>In</td> <td></td> <td></td> <td></td> <td>In</td> <td></td> </tr> </table> <p>N/S Permitted LOS: C E/W Permitted V/C 0.76</p>	In	14	157	26	In	38		↖			↗	280		74	4	0		102		519				348		0				148	In				In		<table border="1"> <tr> <td>In</td> <td>0</td> <td>1,514</td> <td>352</td> <td>Ov</td> <td>453</td> </tr> <tr> <td></td> <td>↖</td> <td></td> <td></td> <td>↗</td> <td>0</td> </tr> <tr> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>70</td> </tr> <tr> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>1,956</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>39</td> </tr> <tr> <td>In</td> <td></td> <td></td> <td></td> <td>In</td> <td></td> </tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.00</p>	In	0	1,514	352	Ov	453		↖			↗	0		0		0		70		0				1,956						39	In				In		<table border="1"> <tr> <td>In</td> <td>19</td> <td>1,649</td> <td>0</td> <td>In</td> <td>0</td> </tr> <tr> <td></td> <td>↖</td> <td></td> <td></td> <td>↗</td> <td>0</td> </tr> <tr> <td></td> <td>14</td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td></td> <td>142</td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>832</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1,637</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Ov</td> <td></td> <td></td> <td></td> <td>Ov</td> <td></td> </tr> </table> <p>N/S Protected LOS: C E/W Permitted V/C 0.72</p>	In	19	1,649	0	In	0		↖			↗	0		14				0		0				0		142				0						832						1,637						0	Ov				Ov	
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**2025 Plus Project
 No Placer Parkway
 Mitigation Measures
 City of Rocklin**

PM Peak Hour - Under 2025 Conditions - Proposed Project (mitigated)		
<p>N/S Protected LOS: D E/W Protected V/C 0.84</p>	<p>N/S Split Phase LOS: D E/W Protected V/C 0.89</p>	<p>N/S Protected LOS: E E/W Protected V/C 0.93</p>
202 Sunset & Stanford	203 Sioux & Stanford	204 Park & Sunset
<p>N/S Protected LOS: C E/W Protected V/C 0.77</p>	<p>N/S Protected LOS: D E/W Protected V/C 0.83</p>	
205 Sierra College & Granite	208 Sierra College & Valley View	

**2025 Plus Project
 No Placer Parkway
 Mitigation Measures
 City of Loomis
 City of Roseville**

PM Peak Hour - Under 2025 Conditions - Proposed Project (mitigated)		
	<p style="text-align: center;">In</p> <p style="text-align: center;">125 55</p> <p style="text-align: center;">1,411 398</p> <p style="text-align: center;">32 384</p> <p style="text-align: center;">130 234 318</p> <p style="text-align: center;">494 1,603</p> <p style="text-align: center;">261</p> <p style="text-align: center;">In</p> <p>N/S Protected LOS: C E/W Protected V/C 0.78</p>	
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Roseville	401 Foothills & Blue Oaks	

MEMORANDUM

TO: Rod Campbell
FROM: John P. Long, Kevin Stankiewicz
DATE: September 13, 2004
SUBJECT: Transportation Constraint Analysis

P/A No. 01347

This memorandum documents a transportation constraints analysis conducted by DKS Associates to help the City of Lincoln make sound decisions on updating the Circulation Element of its General Plan.

1. Introduction

The City Council has selected the "Village Alternative" for further study in the General Plan Update process. To evaluate the future traffic demand and roadway operations under the Village Alternative, a future development scenario must be defined in sufficient detail to prepare traffic volume forecasts using a travel demand model. The land uses in the expanded Sphere of Influence (SOI) under the Village Alternative would take more than 20 years to fully develop. Therefore, DKS has worked with the City to define and evaluate a "cumulative development scenario" that attempts to reflect conditions in the year 2050.

This memorandum documents how the travel forecasts were prepared, provides the results of a general traffic analysis under cumulative conditions, and outlines the key circulation issues that were identified in the transportation analysis.

2. Cumulative Development Scenario for General Plan Analysis

Development Assumptions within City's Expanded Sphere of Influence

Table 1 provides planning-level estimates of buildout capacities under the Village Alternative. Residential uses under this alternative could be totally absorbed by 2050 if about 900 dwelling units per year are constructed. This level of residential development seems likely. However, full absorption of the non-residential land would likely take much longer. Therefore, a decision must be made appropriate levels of retail, office and industrial uses for the General Plan analysis.

Area	Residential		Non-Residential	
	DU	Population	Square feet	Employment
Buildout of Current General Plan	21,518	54,000	20,384,000	105,400
New Subdivisions	1,271	3,447	0	0
Village Buildout	28,984	68,584	25,289,000	57,300
Total	51,773	126,031	45,673,000	162,700

Source: City of Lincoln and DKS Associates

As shown in Table 1, there would be capacity for about 45 million square feet of retail, office and industrial uses under the Village Alternative. This represents about 162,700 employees, or about 3.1 employees for every household in the City of Lincoln's expanded Sphere of Influence. An average household has about 1.3 employed residents. Therefore, the estimated 51,800 dwelling units in the Village Alternative represents a local work force of about 67,300 workers. Based on discussions with City staff, the "Cumulative Development Scenario" for the General Plan transportation analysis will assume employment levels in 2050 that are "balanced" with buildout levels of residential development in the expanded Sphere of Influence. That is, the total amount of non-residential development assumed within the expanded Sphere of Influence area was determined by using regional averages of retail and non-retail employment and square footage per dwelling unit. These estimates are shown in Table 2.

Total Dwelling Units	Total	51,773
Jobs per Dwelling Unit ¹ (to balance housing)	Retail	0.25
	Non-retail	1.05
	Total	1.30
Total Jobs (to balance housing)	Retail	12,943
	Non-retail	54,362
	Total	67,305
Building Square feet per Dwelling Unit ² (to balance housing)	Retail	125
	Non-retail	400
	Total	525
Building Square feet (to balance housing)	Retail	6,471,625
	Non-retail	20,709,200
	Total	27,180,825

¹ Based on regional averages of jobs per dwelling unit in 2025 from SACOG
² Assumes 500, 300 and 600 square feet per retail, office and industrial employee respectively.

Buildout of residential uses by 2050 will also require an equivalent amount of schools and other public uses. Table 3 shows an estimate of the number of students and education-related employees assumed in the transportation analysis.

	Students per Dwelling Unit	Students¹	Employees per student	Education Employment
Elementary School	0.26	11,662	20	583
Middle School	0.08	3,588	20	179
High School	0.15	6,728	20	336
Total	0.49	21,978		1,099

¹ Based on 51,773 dwelling units

Table 4 shows the assumed level of citywide development by land use type under the Cumulative Development Scenario. Table 5 shows the assumed allocation of development within the current General Plan area and in areas covered by the expanded Sphere of Influence.

Residential		Dwelling Units	51,800
Non-Residential	Retail	Square Feet	6,470,000
	Office/Medical		12,500,000
	Industrial		8,000,000
	Public/Quasi-public		429,000
Schools	Elementary	Students	11,700
	Middle		3,600
	High		6,700
	Total		22,000

Source: DKS Associates

	Land Use	Buildout Acres	Assumed Floor Area Ratio (FAR)	Estimated Buildout Square feet	Assumed Employees per Acre	Estimated Buildout Employment	Assumed Square feet in 2050 (to Balance Housing)	Percent of Buildout Assumed
Expanded Sphere of Influence Areas under Village Alternative	NC	84	0.30	1,097,700	25	2,100	916,600	83.5%
	CC	42	0.30	548,900	25	1,100	458,300	83.5%
	HC	36	0.30	470,400	25	900	392,800	83.5%
	COM (ret)	1,429	0.30	18,674,200	30	42,900	1,000,900	49.8%
	COM (off)						8,291,800	
	BP	169	0.35	2,576,600	45	7,600	2,576,600	100.0%
	IND	126	0.35	1,921,000	22	2,800	970,500	50.5%
	Subtotal	1,886		25,288,800		57,400	14,607,500	57.8%
Within Current General Plan Area	Retail	335	0.30	4,409,600	25	8,400	3,682,000	83.5%
	Office	75	0.35	1,631,600	45	3,400	1,631,600	100.0%
	Industrial	2,103	0.35	13,914,300	22	46,300	7,029,500	50.5%
	PQP	1,184		429,000	40	47,400	429,000	100.0%
	Subtotal	3,697		20,384,500		105,500	12,772,100	62.7%
Total		5,583		45,673,300		162,900	27,379,600	59.9%

Cumulative Development Levels Outside Lincoln's Expanded Sphere of Influence

To adequately evaluate traffic conditions in 2050, development assumptions were made for the remainder of Placer County as well as Yuba County.

The State Department of Finance (DOF) released in May 2004 a new set of population forecasts by 10-year increments through 2050 for each county in the state. For Placer County, they project that the population will increase from about 249,000 in the year 2000 to about 657,000 in 2050. Based on an average household size of about 2.4 persons per household, the DOF projections represent a total of about 274,000 dwelling units in Placer County by 2050.

Over the last two years, SACOG has been conducting a 2050 vision process, the Blueprint. They have prepared four scenarios for regional development that indicate that Placer County would have between 218,000 to 259,000 dwelling units in 2050. Unlike the DOF projections, SACOG's forecasts do not include development in the portion of Placer County east of the Sierra summit. However, SACOG staff has indicated that they feel that the new DOF projections (274,000 dwelling units in Placer County for 2050) are too high.

DKS has recently worked with Placer County and the City of Roseville to define a cumulative development scenario that included full buildout of several major development projects, shown in Table 6, which were recently approved or proposed. For the City of Lincoln, this scenario assumes residential buildout under the current General Plan, with about 21,500 dwelling units. Under this scenario, there would be about 206,000 dwelling units in Placer County west of the Sierra summit. Under the Village Alternative, which adds about 30,000 dwelling units to Lincoln's SOI, there would be about 236,000 dwelling units in Placer County west of the Sierra summit.

The total number of residential units in Placer County under the Village Alternative thus falls within the range of total dwelling units in 2050 from SACOG's Blueprint scenarios. DKS feels that this level of development is adequate for this transportation constraint analysis. However, the level of development in the remainder of Placer County may need to be refined for the purposes of the DEIR on the General Plan Update.

DKS also worked with the City to define the following 2050 development levels for Yuba County:

- An additional 10,000 dwelling units in Wheatland
- Buildout of about 12,000 dwelling units in the Plumas Lakes project

**Table 6
Development Potential
Major Proposed Projects in West Placer, South Sutter and North Sacramento Counties
Cumulative Development Scenario for Placer Parkway Preservation Project EIS**

Area	Estimated Development At Build Out				SACOG 2025 Development Forecast ²			
	Dwelling Units	Employment ¹			Dwelling Units	Employment		
		Total	Retail	Non-retail		Total	Retail	Non-retail
West Roseville Specific Plan	8,430	3,600	1,400	2,200	20	211	204	7
Remainder of West Roseville SOI Amendment Area	7,403	3,800	1,200	2,600	2	41	41	0
Placer Vineyards	14,132	15,400	3,600	11,800	6,300	2,568	679	1,889
South Sutter County Specific Plan	0	55,000	2,000	53,000	0	64	14	50
Placer Ranch	3,095	22,100	2,600	19,500	2	1,062	41	1,021
De La Salle University and Community	2,342	2,600	1,600	1,000	20	5	0	5
Total	35,402	102,500	12,400	90,100	6,344	3,951	979	2,972

¹ Employment number for major proposed developments represent ball-park estimates based on average densities by land use type.
² In some areas, SACOG's traffic zones are large, thus requiring a "guesstimate" as to the amount of development in the area covered by the major project

3. Base 2050 Traffic Forecasts

DKS has refined the Placer County Travel Demand Model in the City of Lincoln's proposed Sphere of Influence to provide a comprehensive forecasting and analysis tool to evaluate future circulation and development scenarios. The model translates growth in residential development (represented by estimates of single-family, multi-family and age-restricted dwelling units) and non-residential development (represented by estimates of the square footage by development type, plus the number of enrolled students) into projections of traffic on arterial and collector roadways throughout Placer County. The County's travel demand model not only covers Placer County, but also the rest of the Sacramento region. Thus, the model captures the impacts of regional growth on traffic demand in the City of Lincoln.

Assumed Base 2050 Roadway Improvements within the City's Sphere of Influence

The evaluation of the Cumulative Development Alternative requires assumptions about a 2050 roadway system. DKS has worked with the City staff to define a "Base 2050 Roadway System" that can be used in the constraint analysis. The intent of this base future roadway system is to provide access to the expanded Sphere of Influence under the Village Alternative and to accommodate traffic demand under Cumulative Development Alternative. The roadway system described below was developed through an iterative planning/analysis process and only represents a working draft of the roadway system for evaluation of the Village Alternative and development of potential policies for the Circulation Element of the General Plan Update

As a starting point, the City identified several major new roadways that would serve the expanded SOI, including the following:

- Completion of the SR 65 Lincoln Bypass with interchanges at Ferrari Ranch Road, Nelson Lane, Nicolaus Road and Wise Road
- The re-alignment of Nelson Lane to connect with Fiddymont Road
- Completion of Gladding Parkway between East Avenue and Nicolaus Road with a grade separation over SR 65 and the UPRR tracks.
- An East Lincoln bypass roadway that would start at Sierra College north of Twelve Bridges Drive and extend northwest to cross SR 193 at Oak Tree Lane, then cross Auburn Ravine and extend northward across Virginiatown Road to Fruitvale Road and then westward to intersect Old SR 65 south of Wise Road.
- Extensions of Ferrari Ranch Road - Both the planned southern extension to connect with Moore Road and an extension north of SR 193 to connect with the East Lincoln bypass roadway.
- Extension of Aviation Lane north to Wise Road.

- A new north-south road west of Dowd Road, extending from Wise Road to Moore Road.

In addition to the roadway improvements identified by the City, the initial traffic analysis indicated the need for a number of additional roadway improvements. Most of these improvements involved widening of existing roadways to accommodate the travel demand under the Cumulative Development Alternative. An initial estimate of the number of lanes that would be needed to meet the City's level of service standard was determined, but a maximum of six through lanes on arterial roadways was assumed. At major intersections, the maximum number of lanes on any intersection approach was assumed to be two left-turn lanes, three through lanes and a separate right-turn lane.

The roadway needs analysis determined that traffic demand on State Route 65 would exceed the capacity of a four lane freeway south of the Nicolaus Road interchange. Therefore, a six lane freeway was assumed by 2050 south of Nicolaus Road so that north/south traffic demand was not "constrained" in the analysis.

In addition to identifying roadways that would need widening, DKS looked for other roadway connections that could reduce traffic volumes in critical areas. The effects of some of these connections were explored as "alternative roadway systems", which are discussed later in this memorandum. One desirable project that DKS included in its Base 2050 Roadway System was a roadway connector that would cross over the SR 65 Lincoln Bypass on a bridge between Wise Road and Nicolaus Road, without an interchange. This roadway would connect the high intensity commercial uses on either side of the SR 65 Lincoln Bypass and reduce the traffic demand at the freeway interchanges at Wise Road and Nicolaus Road.

The Base 2050 Roadway System that was assumed for the transportation constraint analysis is shown in Figure 1.

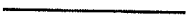


Assumed Base 2050 Roadway Improvements Outside the City

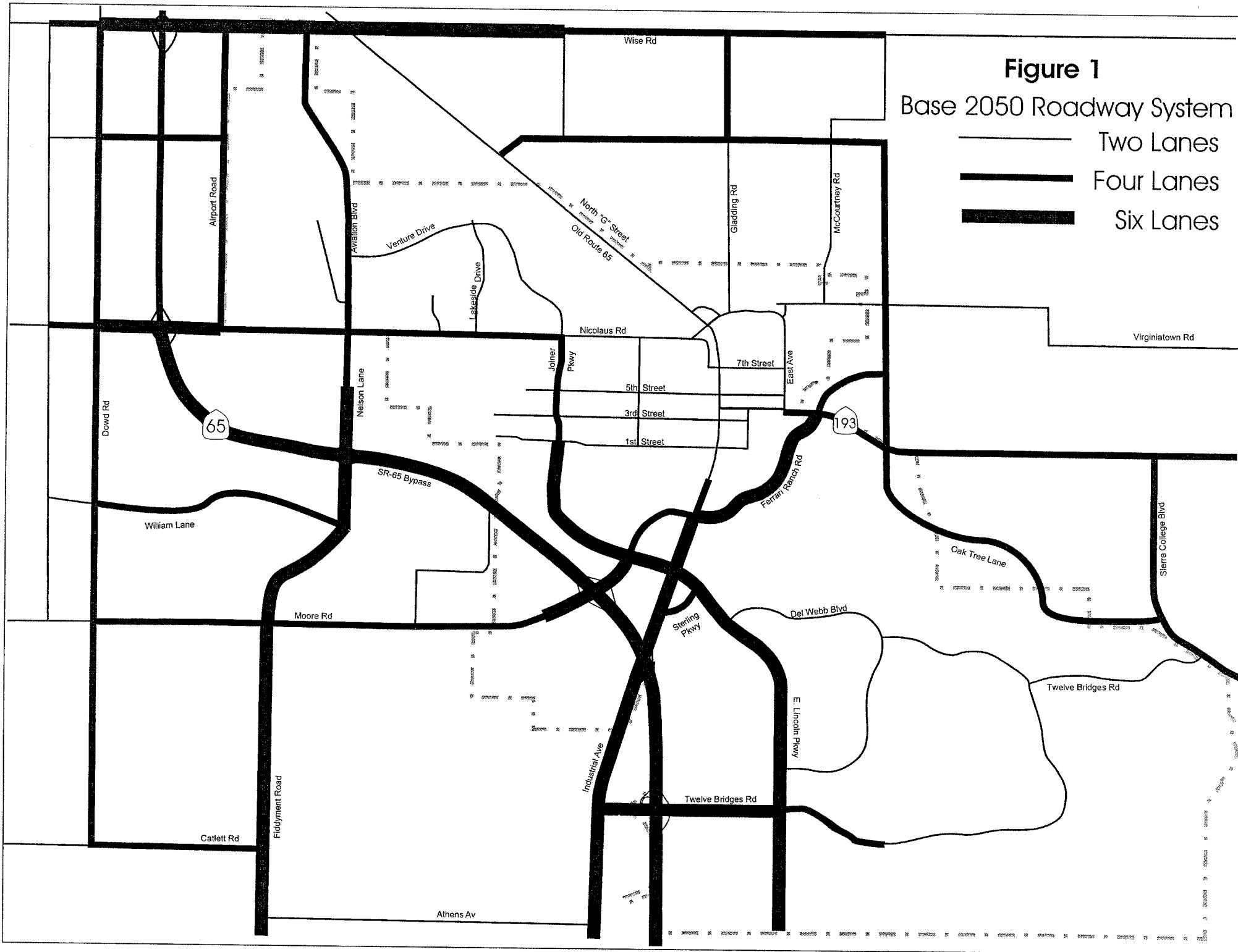
In the rest of Placer County, the roadway improvements in the Capital Improvement Programs (CIP's) of other jurisdictions (Placer County, Roseville, Rocklin, etc.) were assumed. These programs cover improvements needs for the next 10 to 20 years. Since the transportation constraints analysis has a horizon year of 2050, additional improvements outside the City will likely occur. For the purpose of the constraints analysis the following improvements were assumed:

- Widening of SR 65 to six lanes from Lincoln south to I-80

Figure 1

Base 2050 Roadway System

-  Two Lanes
-  Four Lanes
-  Six Lanes



- Construction of Placer Parkway by 2050 as a freeway from SR 65 to SR 70/99 with local interchanges at an extension of Foothill Boulevard, Fiddymment Road, an extension of Watt Avenue plus two interchanges in South Sutter County. An forecast analysis assuming that Placer Parkway is not constructed by 2050 was also conducted and is discussed below under “alternative roadway systems”,
- Widening of Fiddymment Road to six lanes from the Lincoln expanded SOI boundary south to Baseline Road. Currently, Fiddymment is planned for six lanes south of Blue Oaks Boulevard and four lanes from Blue Oaks Boulevard to the northern Roseville City limits.
- Widening of Industrial Avenue to six lanes from the Lincoln expanded SOI boundary south to Sunset Boulevard. Currently, this section of Industrial is planned for four lanes..

Since these improvements are not currently programmed by other jurisdictions and agencies, their assumed existence by 2050 may need to be revisited for the traffic analysis in the General Plan Update EIR.

4. Traffic Analysis of Base 2050 Roadway System

This section summarizes the results of a traffic analysis of the Cumulative Development Scenario and assumed Base 2050 Roadway System defined in the previous sections.

Figure 2 shows the projected daily traffic volumes on the Base 2050 Roadway System under the Cumulative Development Scenario. Figure 3 shows the same volumes graphically with the width of the roadway relative to the daily volume. To evaluate the City’s roadway needs, two types of level of service (LOS) analysis could be conducted:

- Roadway segment-based analysis that compares daily traffic volumes to daily capacities.
- Intersection “critical movement” analysis that evaluates LOS based on turning movement volumes, lane geometry and signal phasing at an intersection.

A segment-based analysis provides an indication of the number of travel lanes needed between intersections but is a less precise LOS technique than intersection analysis. The roadway capacity of the City’s arterial/collector street system is controlled by the capacity of its major signalized intersections. Therefore, DKS recommends that the City’s LOS standards in the General Plan Update, as well as the “standards of significance” in its environmental documents, focus on intersections, not roadway segments.

Figure - 3
Daily Volumes
Base 2050 Roadway System



To determine roadway needs on the arterial/collector roadway system, DKS evaluated daily roadway volumes and the LOS at about 30 of the City's major intersections during the PM peak hour. The results of the intersection level of service analysis is shown in Table 7. The estimated PM peak hour turning movement volumes and assumed lane geometrics are shown in Figure 4

Key Conclusions

The following are the key conclusions from the analysis the Base 2050 Roadway System under the Cumulative Development Scenario.

The SR 65 Freeway would operate at acceptable levels (LOS C or D) from Nicolaus Road to Industrial Avenue/Old SR 65 if 6 lanes are provided, but would be congested (LOS F conditions) south of the Industrial /Old SR 65, even with the assumed widening to six lanes.

Old SR 65 (G Street) will remain congested in downtown Lincoln. When the SR 65 Lincoln Bypass is opened it will divert traffic around downtown and relive congestion. However, over time traffic demand will increase with the development proposed north of downtown as part of the Village Alternative. Since there is limited roadway space in downtown, G Street was not assumed to be widened to accommodate the traffic. In 2050 congestion would exist at the intersections on G Street at McBean Park Drive (SR 193) and 1st Street. The intersection of G Street with 7th Street would be relived by the diversion of traffic to Gladding Parkway.

SR 193 (McBean Park Drive) will require four lanes from its intersection with East Avenue to east of Sierra College Boulevard. Thus the bridge over Auburn Ravine will need to be widened to accommodate four travel lanes.

Gladding Parkway and East Avenue together would serve a bypass of the downtown area. Two travel lanes would be adequate to handle the projected traffic demand on these roadways as long as adequate turn lanes are provided at major intersections.. The intersection of East Avenue and McBean Park Drive will require a southbound dual left turn lane. Additional lanes will also be required in the short segment between Gladding Road and the connector roadway to Old SR 65

Table 7			
Intersection Level of Service -Base 2050 Roadway System			
Intersection		PM Peak Hour	
North - South Road	East - West Road	V/C	LOS
Dowd Road	Wise Road	0.35	A
Airport Road	Wise Road	0.53	A
Aviation Road	Wise Road	0.83	D
old 65 access	Wise Road	0.68	B
Dowd Road	Nicolaus Road	0.66	B
Airport Road	Nicolaus Road	0.64	B
Aviation Road	Nicolaus Road	0.81	D
Joiner Parkway	Nicolaus Road	0.54	A
Gladding Road	Gladding Parkway	0.87	D
old East Avenue	Gladding Parkway	0.59	A
old highway 65	7th Street	0.72	C
Joiner Parkway	5th Street	0.75	C
Old SR 65	McBean Park	1.08	F
East Avenue	McBean Park	0.75	C
Ferrari Ranch	SR 193	0.76	C
Oak Tree Lane	SR 193	0.71	C
Sierra College	SR 193	0.71	C
Joiner Parkway	1st Street	0.75	C
Old SR 65	1st Street	1.02	F
Dowd Road	William Lane	0.33	B
Fiddymment Road	William Lane	0.76	C
Fiddymment Road	Moore Road	0.87	D
Lincoln Parkway	Ferrari Ranch	0.96	E
Old SR 65	Ferrari Ranch	0.82	D
Old SR 65	Sterling Parkway	0.78	C
Sierra College	Oak Tree Lane	0.43	A
Industrial Avenue	Twelve Bridges	0.87	D
Lincoln Parkway	Twelve Bridges	0.75	C
Fiddymment Road	Catlett Road	0.99	E
Lincoln Parkway	Dell Web N	0.77	C
Lincoln Parkway	Sterling Parkway	0.67	B

Figure 4
Intersection Volumes and Lanes
Base 2050 Roadway System

PM Peak Hour - Villages Alternative - Under Cumulative Conditions - Base																																						
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<table border="1"> <tr><td>54</td><td>0</td><td>195</td><td>224</td></tr> <tr><td>428</td><td>2,204</td><td>0</td><td>848</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table> <p>N/S Split Phase LOS: B E/W Protected V/C 0.68</p>	54	0	195	224	428	2,204	0	848	0	0	0	0	<table border="1"> <tr><td>67</td><td>684</td><td>666</td><td>483</td></tr> <tr><td>25</td><td>398</td><td>6</td><td>853</td></tr> <tr><td>7</td><td>326</td><td>282</td><td>561</td></tr> </table> <p>N/S Protected LOS: B E/W Protected V/C 0.66</p>	67	684	666	483	25	398	6	853	7	326	282	561	<table border="1"> <tr><td>1,073</td><td>0</td><td>458</td><td>345</td></tr> <tr><td>549</td><td>507</td><td>0</td><td>694</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table> <p>N/S Split Phase LOS: B E/W Protected V/C 0.64</p>	1,073	0	458	345	549	507	0	694	0	0	0	0
54	0	195	224																																			
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4 old 65 access & Wise	6 Dowd & Nicolaus	7 Airport & Nicolaus																																				
<table border="1"> <tr><td>305</td><td>1,346</td><td>82</td><td>107</td></tr> <tr><td>179</td><td>615</td><td>67</td><td>560</td></tr> <tr><td>108</td><td>997</td><td>259</td><td>193</td></tr> </table> <p>N/S Protected LOS: D E/W Protected V/C 0.81</p>	305	1,346	82	107	179	615	67	560	108	997	259	193	<table border="1"> <tr><td>13</td><td>490</td><td>118</td><td>78</td></tr> <tr><td>29</td><td>286</td><td>528</td><td>288</td></tr> <tr><td>715</td><td>290</td><td>166</td><td>87</td></tr> </table> <p>N/S Protected LOS: A E/W Protected V/C 0.54</p>	13	490	118	78	29	286	528	288	715	290	166	87	<table border="1"> <tr><td>511</td><td>0</td><td>157</td><td>76</td></tr> <tr><td>712</td><td>396</td><td>0</td><td>322</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table> <p>N/S Split Phase LOS: D E/W Protected V/C 0.87</p>	511	0	157	76	712	396	0	322	0	0	0	0
305	1,346	82	107																																			
179	615	67	560																																			
108	997	259	193																																			
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715	290	166	87																																			
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712	396	0	322																																			
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8 Aviation Blv & Nicolaus Rd	10 Joiner Pkwy & Nicolaus Rd	11 Gladding Rd & Gladding Prky																																				
<table border="1"> <tr><td>288</td><td>0</td><td>155</td><td>392</td></tr> <tr><td>424</td><td>100</td><td>0</td><td>98</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table> <p>N/S Split Phase LOS: A E/W Protected V/C 0.59</p>	288	0	155	392	424	100	0	98	0	0	0	0	<table border="1"> <tr><td>0</td><td>692</td><td>87</td><td>216</td></tr> <tr><td>0</td><td>207</td><td>123</td><td>230</td></tr> <tr><td>55</td><td>654</td><td>23</td><td>1</td></tr> </table> <p>N/S Protected LOS: C E/W Permitted V/C 0.72</p>	0	692	87	216	0	207	123	230	55	654	23	1	<table border="1"> <tr><td>75</td><td>931</td><td>440</td><td>50</td></tr> <tr><td>64</td><td>8</td><td>33</td><td>13</td></tr> <tr><td>8</td><td>988</td><td>121</td><td>83</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.75</p>	75	931	440	50	64	8	33	13	8	988	121	83
288	0	155	392																																			
424	100	0	98																																			
0	0	0	0																																			
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64	8	33	13																																			
8	988	121	83																																			
12 East Ave & Gladding Prky	14 Old SR 65 & 7th St	16 Joiner Pkwy & 5th Street																																				
<table border="1"> <tr><td>0</td><td>706</td><td>183</td><td>82</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>254</td></tr> <tr><td>0</td><td>982</td><td>117</td><td>0</td></tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.08</p>	0	706	183	82	0	0	0	254	0	982	117	0	<table border="1"> <tr><td>179</td><td>1</td><td>607</td><td>553</td></tr> <tr><td>171</td><td>720</td><td>3</td><td>429</td></tr> <tr><td>0</td><td>1</td><td>1</td><td>0</td></tr> </table> <p>N/S Split Phase LOS: C E/W Protected V/C 0.75</p>	179	1	607	553	171	720	3	429	0	1	1	0	<table border="1"> <tr><td>69</td><td>349</td><td>3</td><td>5</td></tr> <tr><td>199</td><td>811</td><td>467</td><td>532</td></tr> <tr><td>322</td><td>1,191</td><td>675</td><td>479</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.76</p>	69	349	3	5	199	811	467	532	322	1,191	675	479
0	706	183	82																																			
0	0	0	254																																			
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69	349	3	5																																			
199	811	467	532																																			
322	1,191	675	479																																			
17 Old SR 65 & McBean	18 East Ave & McBean	19 Ferrari Ranch & SR 193																																				

Figure 4
Intersection Volumes and Lanes
Base 2050 Roadway System

PM Peak Hour - Villages Alternative - Under Cumulative Conditions - Base																																												
<table border="1"> <tr><td>12</td><td>171</td></tr> <tr><td>416</td><td>451</td></tr> <tr><td>117</td><td>9</td></tr> <tr><td>19</td><td>252</td></tr> <tr><td>1,003</td><td>467</td></tr> <tr><td>441</td><td>164</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.71</p>	12	171	416	451	117	9	19	252	1,003	467	441	164	<table border="1"> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>453</td><td>95</td><td>0</td></tr> <tr><td>1,018</td><td>210</td><td>0</td><td>466</td></tr> <tr><td>90</td><td></td><td></td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.71</p>	0	0	0	0	0	453	95	0	1,018	210	0	466	90				<table border="1"> <tr><td>44</td><td>97</td></tr> <tr><td>838</td><td>57</td></tr> <tr><td>130</td><td>244</td></tr> <tr><td>43</td><td>188</td></tr> <tr><td>34</td><td>1,258</td></tr> <tr><td>125</td><td>365</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.75</p>	44	97	838	57	130	244	43	188	34	1,258	125	365		
12	171																																											
416	451																																											
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44	97																																											
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130	244																																											
43	188																																											
34	1,258																																											
125	365																																											
20	Oak Tree & SR 193	21	Sierra College & SR 193	22	Joiner Pkwy & 1st Street																																							
<table border="1"> <tr><td>36</td><td>6</td></tr> <tr><td>905</td><td>124</td></tr> <tr><td>5</td><td>184</td></tr> <tr><td>66</td><td>43</td></tr> <tr><td>147</td><td>960</td></tr> <tr><td>91</td><td>221</td></tr> </table> <p>N/S Protected LOS: F E/W Permitted V/C 1.02</p>	36	6	905	124	5	184	66	43	147	960	91	221	<table border="1"> <tr><td>61</td><td>75</td></tr> <tr><td>718</td><td>151</td></tr> <tr><td>56</td><td>161</td></tr> <tr><td>47</td><td>32</td></tr> <tr><td>48</td><td>392</td></tr> <tr><td>13</td><td>31</td></tr> </table> <p>N/S Protected LOS: B E/W Protected V/C 0.33</p>	61	75	718	151	56	161	47	32	48	392	13	31	<table border="1"> <tr><td>608</td><td>0</td><td>0</td></tr> <tr><td>2,005</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>536</td><td>108</td><td>0</td></tr> <tr><td>0</td><td>1,400</td><td>0</td></tr> <tr><td>138</td><td></td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Split Phase V/C 0.76</p>	608	0	0	2,005	0	0	0	0	0	536	108	0	0	1,400	0	138		
36	6																																											
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23	Old SR 65 & 1st St	24	Dowd & William	25	Fiddymt & William																																							
<table border="1"> <tr><td>29</td><td>190</td></tr> <tr><td>1,654</td><td>524</td></tr> <tr><td>259</td><td>76</td></tr> <tr><td>43</td><td>340</td></tr> <tr><td>310</td><td>1,371</td></tr> <tr><td>47</td><td>349</td></tr> </table> <p>N/S Protected LOS: D E/W Protected V/C 0.87</p>	29	190	1,654	524	259	76	43	340	310	1,371	47	349	<table border="1"> <tr><td>700</td><td>96</td></tr> <tr><td>523</td><td>569</td></tr> <tr><td>113</td><td>13</td></tr> <tr><td>981</td><td>925</td></tr> <tr><td>761</td><td>755</td></tr> <tr><td>365</td><td>71</td></tr> </table> <p>N/S Protected LOS: E E/W Protected V/C 0.96</p>	700	96	523	569	113	13	981	925	761	755	365	71	<table border="1"> <tr><td>134</td><td>35</td></tr> <tr><td>1,055</td><td>553</td></tr> <tr><td>126</td><td>595</td></tr> <tr><td>155</td><td>8</td></tr> <tr><td>750</td><td>1,030</td></tr> <tr><td>9</td><td>1,308</td></tr> </table> <p>N/S Protected LOS: D E/W Protected V/C 0.82</p>	134	35	1,055	553	126	595	155	8	750	1,030	9	1,308						
29	190																																											
1,654	524																																											
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310	1,371																																											
47	349																																											
700	96																																											
523	569																																											
113	13																																											
981	925																																											
761	755																																											
365	71																																											
134	35																																											
1,055	553																																											
126	595																																											
155	8																																											
750	1,030																																											
9	1,308																																											
27	Fiddymt & Moore	28	Lincoln & Ferrari	29	Old SR 65 & Ferrari Ranch Rd																																							
<table border="1"> <tr><td>0</td><td>30</td></tr> <tr><td>1,556</td><td>0</td></tr> <tr><td>89</td><td>170</td></tr> <tr><td>0</td><td>2,448</td></tr> <tr><td>0</td><td>561</td></tr> <tr><td>0</td><td></td></tr> </table> <p>N/S Protected LOS: C E/W Split Phase V/C 0.78</p>	0	30	1,556	0	89	170	0	2,448	0	561	0		<table border="1"> <tr><td>3</td><td>0</td><td>0</td></tr> <tr><td>180</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>3</td><td>806</td><td>0</td></tr> <tr><td>0</td><td>683</td><td>0</td></tr> <tr><td>1,009</td><td></td><td></td></tr> </table> <p>N/S Protected LOS: A E/W Split Phase V/C 0.43</p>	3	0	0	180	0	0	0	0	0	3	806	0	0	683	0	1,009			<table border="1"> <tr><td>0</td><td>290</td></tr> <tr><td>645</td><td>0</td></tr> <tr><td>564</td><td>231</td></tr> <tr><td>0</td><td>0</td></tr> <tr><td>0</td><td>1,643</td></tr> <tr><td>0</td><td>915</td></tr> </table> <p>N/S Protected LOS: D E/W Split Phase V/C 0.87</p>	0	290	645	0	564	231	0	0	0	1,643	0	915
0	30																																											
1,556	0																																											
89	170																																											
0	2,448																																											
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0	915																																											
30	Old SR 65 & Sterling	31	Sierra College & Oak Tree	32	Industrial & Twelve Bridges																																							
<table border="1"> <tr><td>370</td><td>82</td></tr> <tr><td>647</td><td>573</td></tr> <tr><td>107</td><td>193</td></tr> <tr><td>503</td><td>181</td></tr> <tr><td>771</td><td>1,317</td></tr> <tr><td>261</td><td>454</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.75</p>	370	82	647	573	107	193	503	181	771	1,317	261	454	<table border="1"> <tr><td>0</td><td>244</td></tr> <tr><td>1,739</td><td>65</td></tr> <tr><td>38</td><td>2</td></tr> <tr><td>0</td><td>1,162</td></tr> <tr><td>20</td><td>1,818</td></tr> <tr><td>573</td><td>0</td></tr> </table> <p>N/S Protected LOS: E E/W Protected V/C 0.99</p>	0	244	1,739	65	38	2	0	1,162	20	1,818	573	0	<table border="1"> <tr><td>0</td><td>250</td></tr> <tr><td>642</td><td>0</td></tr> <tr><td>268</td><td>344</td></tr> <tr><td>0</td><td>0</td></tr> <tr><td>0</td><td>888</td></tr> <tr><td>0</td><td>569</td></tr> </table> <p>N/S Protected LOS: C E/W Protected V/C 0.77</p>	0	250	642	0	268	344	0	0	0	888	0	569						
370	82																																											
647	573																																											
107	193																																											
503	181																																											
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1,739	65																																											
38	2																																											
0	1,162																																											
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0	888																																											
0	569																																											
33	E Lincoln & Twelve Bridges	34	Fiddymt & Catlett	36	E Lincoln & Dell Web N																																							

Lincoln Parkway/Joiner Parkway would require six lanes from 1st Street south to the Rocklin City limit. The intersection of Ferrari Ranch Road with Lincoln Parkway / Joiner Parkway would operate at LOS E conditions with the assumed maximum intersection design (with two left turn lanes, three through lanes and a separate right turn lane on all approaches). It is the high left turn volumes that will challenge the operations of this intersection since it is centrally located, provides access to the SR 65 Lincoln Bypass from a wide area of the City and includes a key roadway (Lincoln Parkway) that parallels the freeway which will be congested in the future.

Ferrari Ranch Road would need six lanes from SR 193 to Old SR 65. Widening this section of roadway to six lanes may be difficult.

Nelson Lane/Fiddymment Road would require six lanes from north of the SR 65 Lincoln Bypass to south of the City's Sphere of Influence. The Fiddymment Road will require the maximum design (with two left turn lanes, three through lanes and a separate right turn lane) on the north/south approaches at its intersection with Catlett Road. Since Fiddymment Road would be the only north-south roadway on the west side of the City that connects Athens Avenue and Catlett Road there would be a very high northbound left turn volume that will overwhelm the intersection. Alternatives to this single north-south roadway will be needed or the intersection of Fiddymment Road and Catlett Road would not operate at an acceptable LOS.

Industrial Avenue would need six lanes from Ferrari Ranch Road to south of the City limits.

Major Roadways Outside the City - Most of the major north-south roadways that extend south of the City limits would experience peak hour congestion in 2050. Fiddymment Road, Industrial Avenue and SR 65 were assumed to be widened to six lanes south of the City limits while Sioux Street and Sierra College Boulevard were assumed to have four travel lanes.

6. Analysis of Alternative Roadway Systems

Based on conversations with City staff, the following alternative roadway improvements were tested to see if they had any benefit to traffic circulation:

- Widen Gladding Parkway and East Avenue to four lanes
- Extend Airport Road south to Moore Rd. over SR 65 bypass
- Remove the connection between Sierra College and SR 193 via Oak Tree Lane
- Extend Moore Road over SR 65 bypass
- Connector over SR 65 near Athens
- No Placer Parkway

As discussed below these alternative roadway improvements would change some travel patterns within the City but most would not result in significant improvements to any of the congested intersections identified in the analysis of the Base 2050 Roadway System.

Widening Gladding Parkway and East Avenue to four lanes was studied as a way to relieve G Street through downtown. However, the analysis indicates that this widening would have marginal benefits since Gladding Parkway and East Avenue would not be congested in 2050 with two lanes, so widening to four lanes would not make them more attractive.

Extending Airport Road south to Moore Road with a bridge over SR 65 (but no interchange) was evaluated as a way to divert some traffic from the Nelson Lane and Nicolaus Road interchanges on the SR 65 Lincoln Bypass. These interchanges would have substantial traffic volumes even though the Cumulative Development Scenario does not have full buildout of the commercial uses adjacent to the freeway that are included the Village Alternative. The analysis indicates that this connection would provide a significant traffic reduction at those interchanges and thereby improve traffic operations and provide a safer pedestrian and bike crossing of the freeway.

The connection between Sierra College and SR 193 via Oak Tree Lane would divert a substantial amount of traffic from the Sierra College/SR 193 intersection. It would reduce the amount of improvements needed at this intersection and eliminate the need to widen the following roadway segments to six lanes:

- SR 193 from Oak Tree Lane to Sierra College.
- Sierra College from SR 193 to the Oak Tree Lane Connector

This appears to be a desirable component of the circulation system

Extending Moore Road over SR 65 (with no interchange) on roughly its old alignment was evaluated to see if it would relieve the projected heavy traffic demand at the Ferrari Ranch / Lincoln Parkway / Joiner Parkway intersection. The analysis indicates that such a connection would not provide substantial relief to that intersection but a bridge in that vicinity would enhance pedestrian and bicycle circulation and provide a safer pedestrian and bike crossing of the freeway.

A Connector over SR 65 near Athens Road that bridges (with no interchange) the freeway and connects Industrial Avenue with Lincoln Parkway was tested to determine if it would reduce traffic volumes of other roadways. We assumed in the analysis that that this connection would be made on a historic alignment and that does not line up with Athens Road. The analysis indicates that this connection would not attract a substantial amount of traffic and thus not significantly reduce traffic on other roadways. However it would provide a safer pedestrian and bike crossing of the freeway.

Not having Placer Parkway constructed by 2050 would result in somewhat lower traffic volumes on most of the north-south roadways that extend south of the City limits (Fiddymment Road, Industrial Avenue, SR 65 and Sioux Street, but not on Sierra College Boulevard) because Placer Parkway increases access to Lincoln and draws more of the traffic generated within the City to the south.

7. Comparison of Village Alternative to Potential 2050 No Project Alternative

The EIR on the General Update will need to compare traffic conditions under the proposed General Plan to a No Project Alternative. For the transportation constraints analysis, a No Project Alternative was defined by substituting buildout development levels under the current General Plan for those under the Village Alternative. Outside the expanded SOI, the development assumptions in the Cumulative Development Alternative were assumed. Thus the No Project Alternative assumes substantial growth in Wheatland and West Placer County. The No Project Alternative only includes a few roadway improvements beyond those included in the City's General Plan

Table 8 compares traffic volumes under the Cumulative Development Scenario (and Base 2050 Roadway System) with the No Project Alternative within the City's SOI, while Table 9 compares traffic volumes outside the expanded SOI.

The Village Alternative would result in substantial increases in traffic volumes compared to the No Project Alternative. However, as shown in the analysis summarized in the previous sections, an acceptable LOS can be provided at nearly all of the City's major intersections assuming that the roadway improvements in the Base 2050 Roadway System can be implemented.

For roadways outside the City, a generalized segment based LOS analysis was conducted and is shown in Table 9. It indicates that compared to the No Project Alternative, the amount of development under the Village Alternative would substantially increase traffic volumes on a number of roadways outside the City and thereby have significant traffic impacts. These impacts will need to be addressed in the General Plan Update EIR.

Roadways	Segment		Lanes		Volumes		Difference	
	From	To	Current General Plan	2050 Villages ADT	Current General Plan	2050 Villages ADT	Volume Difference	Percent Increase
Old SR 65 - G St	Wise Road	Gladding	2	2	11,700	16,200	4,500	38%
Old SR 65 - G St	Gladding	7th Street	2	2	11,300	14,500	3,200	28%
Old SR 65 - G St	7th Street	McBean Park	2	2	16,300	17,600	1,300	8%
Old SR 65 - G St	McBean Park	1st Street	2	2	12,400	16,100	3,700	30%
Old SR 65 - G St	1st Street	Ferrari Ranch	2	2	18,100	20,800	2,700	15%
Old SR 65 - G St	Ferrari Ranch	Sterling Prkwy	4	6	33,300	46,000	12,700	38%
Old SR 65 - G St	Sterling Prkwy	Bypass freeway	6	6	41,000	54,500	13,500	33%
Industrial Ave.	Bypass freeway	Twelve Bridges	4	6	27,200	41,500	14,300	53%
Industrial Ave.	Twelve Bridges	Sunset Blvd.	4	6	28,700	41,200	12,500	44%
Aviation Blvd.	Venture Drive	Nicolaus Road	4	4	24,200	35,800	11,600	48%
Nelson Lane	Nicolaus Road	Moore Road	4	4	27,200	32,400	5,200	19%
Fiddymment Road	Moore Road	Catlett Road	2	6	20,500	40,800	20,300	99%
Fiddymment Road	Catlett Road	Athens Ave.	2	6	22,100	57,300	35,200	159%
Joiner Parkway	Nicolaus Road	5th Street	4	4	13,531	29,400	15,869	117%
Lincoln Parkway	1st Street	Ferrari Ranch	4	6	31,700	38,400	6,700	21%
Lincoln Parkway	Ferrari Ranch	Sterling Prkwy	4	6	19,300	40,300	21,000	109%
Lincoln Parkway	Sterling Prkwy	Twelve Bridges	4	6	17,600	33,900	16,300	93%
Nicolaus Road	Airport Rd	Aviation Blvd.	4	4	8,600	22,900	14,300	166%
Nicolaus Road	Aviation Blvd.	Joiner Parkway	4	4	13,100	26,400	13,300	102%
Nicolaus Road	Joiner Parkway	Gladding Prkwy	2	2	12,300	15,600	3,300	27%
Ferrari Road	Moore Road	Bypass freeway	4	6	16,262	38,900	22,638	139%
Ferrari Road	Bypass freeway	Lincoln Parkway	6	6	42,900	53,900	11,000	26%
Ferrari Road	Old SR 65 - G St	SR 193	4	6	26,300	42,100	15,800	60%

Table 9
Traffic Volumes Under Village Alternative Verses No Project Alternative Outside Lincoln Sphere of Influence

Roadways	Segments		Lanes			Volumes			Roadway LOS		
			Current General Plan	Villages Alt		Current General Plan ¹	Villages Alt		Current General Plan ¹	Villages Alt	
				With Placer Parkway	Without Placer Parkway		With Placer Parkway	Without Placer Parkway		With Placer Parkway	Without Placer Parkway
From	To										
SR 65 bypass	Wise Road	Nicolaus Road	4	4	4	49,000	55,000	55,000	C	C	C
SR 65 bypass	Nicolaus Road	Nelson Lane	4	6	6	49,000	86,000	86,000	C	C	C
SR 65 bypass	Nelson Lane	Ferrari Ranch	4	6	6	58,000	98,000	99,000	C	D	D
SR 65 bypass	Ferrari Ranch	Industrial Ave	6	6	6	86,000	108,000	106,000	C	E	D
SR 65 bypass	Industrial Ave	Twelve Bridges	6	6	6	109,000	128,000	124,000	E	F	F
SR 65 bypass	Twelve Bridges	Whitney Blvd	6	6	6	116,000	123,000	119,000	E	F	E
SR 65 bypass	Whitney Blvd	Sunset Blvd	6	6	6	104,000	113,000	118,000	D	E	E
Fiddymt Rd	Athens Ave	Sunset West	4	6	6	26,000	53,000	50,000	C	E	E
Industrial Ave.	Athens Ave	Sunset Blvd.	4	6	6	20,000	35,000	31,000	C	C	C
Lincoln Prky	Twelve Bridges	Whitney Blvd	4	4	4	32,000	48,000	33,000	D	E	E
Sioux Street	Whitney Blvd	Stanford Ranch	4	4	4	22,000	35,000	31,000	C	E	D
Sierra College	Twelve Bridges	English Colony	4	4	4	24,000	35,000	35,000	C	E	E
Sierra College	English Colony	Whitney Blvd	4	4	4	27,000	33,000	32,000	C	E	D
Sierra College	Whitney Blvd	King Road	4	4	4	29,000	34,000	33,000	D	E	E
Sunset Blvd.	Stanford Ranch	Stanford Ranch	6	6	6	42,000	46,000	46,000	C	D	E

Note 1: With Placer Parkway

Summary of Transportation Constraint Analysis City of Lincoln General Plan Update

Background

To evaluate the future traffic demand and roadway operations under the Village Alternative, a future development scenario must be defined in sufficient detail to prepare traffic volume forecasts using a travel demand model. The land uses in the expanded Sphere of Influence (SOI) under the Village Alternative would take more than 20 years to fully develop. Therefore, DKS has worked with the City to define and evaluate a “cumulative development scenario” that attempts to reflect conditions in the year 2050.

2050 Land Use

Planning-level estimates of buildout capacities under the Village Alternative, shown in Table 1, indicate that there would be capacity for about 45 million square feet of retail, office and industrial uses under the Village Alternative. This represents about 162,700 employees, or about 3.1 employees for every household in the City of Lincoln’s expanded SOI. An average household has about 1.3 employed residents. Therefore, the estimated 51,800 dwelling units in the Village Alternative represents a local work force of about 67,300 workers.

Based on discussions with City staff, the “Cumulative Development Scenario” for the General Plan transportation analysis will assume employment levels in 2050 that are “balanced” with buildout levels of residential development in the expanded Sphere of Influence. That is, the total amount of non-residential development assumed within the expanded SOI area was determined by using regional averages of retail and non-retail employment and square footage per dwelling unit. These estimates are shown in Table 2.

Outside of the City of Lincoln, the cumulative development scenario includes full buildout of residential land and substantial development of non-residential uses in South/West Placer County, including the cities of Roseville and Rocklin, under current General Plans. It also assumes buildout of several major approved or proposed projects in South/West Placer County and in Yuba County.

Area	Residential		Non-Residential	
	DU	Population	Square feet	Employment
Buildout of Current General Plan	21,518	54,000	20,384,000	105,400
New Subdivisions	1,271	3,447	0	0
Village Buildout	28,984	68,584	25,289,000	57,300
Total	51,773	126,031	45,673,000	162,700

Source: City of Lincoln and DKS Associates

**Table 2
Number of Jobs and Square feet of Non-residential Development Citywide to
Balance Housing under Village Alternative**

Total Dwelling Units	Total	51,773
Jobs per Dwelling Unit ¹ (to balance housing)	Retail	0.25
	Non-retail	1.05
	Total	1.30
Total Jobs (to balance housing)	Retail	12,943
	Non-retail	54,362
	Total	67,305
Building Square feet per Dwelling Unit ² (to balance housing)	Retail	125
	Non-retail	400
	Total	525
Building Square feet (to balance housing)	Retail	6,471,625
	Non-retail	20,709,200
	Total	27,180,825

¹ Based on regional averages of jobs per dwelling unit in 2025 from SACOG
² Assumes 500, 300 and 600 square feet per retail, office and industrial employee respectively.

Draft Roadway Needs

DKS has worked with the City staff to define a Draft 2050 Roadway System that can be used in the constraint analysis that included the following major new roadways:

- Completion of the SR 65 Lincoln Bypass with interchanges at Ferrari Ranch Road, Nelson Lane, Nicolaus Road and Wise Road
- The re-alignment of Nelson Lane to connect with Fiddymont Road
- Completion of Gladding Parkway between East Avenue and Nicolaus Road with a grade separation over SR 65 and the UPRR tracks.
- An East Lincoln bypass roadway that would start at Sierra College north of Twelve Bridges Drive and extend northwest to cross SR 193 at Oak Tree Lane, then cross Auburn Ravine and extend northward across Virginiatown Road to Fruitvale Road and then westward to intersect Existing SR 65 south of Wise Road.
- Extensions of Ferrari Ranch Road - Both the planned southern extension to connect with Moore Road and an extension north of SR 193 to connect with the East Lincoln bypass roadway.
- Extension of Aviation Lane north to Wise Road.
- A new north-south road west of Dowd Road, extending from Wise Road to Moore Road.

The initial 2050 traffic analysis also indicated the need for a number of additional roadway improvements. Most of these improvements involved widening of existing

roadways to accommodate the travel demand under the Cumulative Development Scenario. An initial estimate of the number of lanes that would be needed to meet the City's level of service standard was determined, but a maximum of six through lanes on arterial roadways was assumed.

The roadway needs analysis determined that traffic demand on State Route 65 would exceed the capacity of a four lane freeway south of the Nicolaus Road interchange. Therefore, a six lane freeway was assumed by 2050 south of Nicolaus Road so that north/south traffic demand was not "constrained" in the analysis.

The Draft 2050 Roadway System that was assumed for the transportation constraint analysis is shown in Figure 1.

The City's level of service policy calls for maintaining LOS C conditions except on the State highways where LOS D is acceptable. The capacity of the City's roadway system is primarily dictated by the capacity of the City's signalized intersections, and thus DKS recommends that the City's level of policy focuses on the operations of its signalized intersections. The initial analysis of 2050 conditions indicates that acceptable operations can be achieved at all but 3 to 4 of the City's signalized intersection in 2050 under the Draft 2050 Roadway System.

