

**CHAPTER THREE: TRANSPORTATION
AND
CIRCULATION**

INTRODUCTION

The transportation and circulation chapter provides an overview of existing conditions specific to transportation in the Sunset Industrial Area (SIA). This includes the transportation network (highways and streets), public transit system and services, non-motorized (pedestrian and bicycle) facilities, railway facilities, goods movement, current transportation plans/programs, planned major improvements, and financial cost/benefit related to these improvements in the SIA and surrounding area.

The purpose of the background assessment is to establish baseline conditions for the existing transportation network and facilities within the SIA study area and summarize the operational characteristics.

This chapter is organized into the following sections:

- Major Findings (Section 3.1)
- Roadways (Section 3.2)
- Transit Services (Section 3.3)
- Non-motorized Facilities (Section 3.4)
- Railway Facilities (Section 3.5)
- Goods Movement (Section 3.6)
- Transportation Plans/Programs (Section 3.7)
- Costs and Revenues for Major Improvements (Section 3.8)
- Key Terms (Section 3.9)
- References (Section 3.10)

Study Area

The SIA is adjacent to the incorporated cities of Lincoln, Rocklin, and Roseville. The SIA is bordered by State Route (SR) 65 directly to the east, South Brewer Road to the west, and with State Route (SR) 99 approximately 10 miles further to the west. Existing key north-south roadways that provide access to and within the SIA include Industrial Avenue and Fiddymont Road; key east-west roadways include Sunset Boulevard, Sunset Boulevard West, Athens Avenue, and Twelve Bridges Drive. In the future, the SIA will be bisected by the Placer Parkway, a regional limited access multi-lane east-west transportation facility that will provide a connection between SR 65 and SR 99.

SECTION 3.1 MAJOR FINDINGS

- The intersection of Sunset Boulevard and Lonetree Boulevard/Stanford Ranch and the intersection of SR 65 ramps and Twelve Bridges Drive exceed their respective LOS standards under existing conditions.
- All roadway study segments operate at an acceptable level of service (LOS) under existing conditions.
- All freeway study segments operate at an acceptable LOS under existing conditions.
- Over the three most recent years of available data (2011-2013), three of the study intersections experienced a total of four crashes (three injuries and one property damage only). No fatality collision was reported at any of the study intersections.
- Over the three most recent years of available data (2011-2013), a total of 62 crashes occurred on seven of the study roadway segments with the highest frequency on a segment of Industrial Avenue/Lincoln Boulevard (22 crashes). Out of the 62 crashes, 33 (53.2 percent) were property damage only crashes, 27 (43.5 percent) were injury crashes, and two (3.2 percent) were fatal crashes. Fatal crashes and the majority of the injury crashes occurred on Foothills Boulevard North/Sunset Boulevard.
- Before the opening of the Lincoln Bypass, SR 65 Southbound experienced a higher fatal crash rate than the average fatal crash rate for similar facilities in California. After the opening of the Lincoln Bypass, the crash rate for both directions of SR 65 decreased below the average for similar facilities for all crash severities.
- Placer County Transit (PCT) provides local and intercity public transportation with fixed-route and demand-response service. The county is also served by interregional private transit providers. One fixed-route bus line serves the SIA providing service to Lincoln, Rocklin, and Sierra College. The Lincoln/Sierra College Route operates Monday through Saturday from approximately 6 a.m. to 8 p.m. The service operates on one-hour headways.
- Within the vicinity of the SIA, three fixed-route bus lines are operated by the City of Roseville and provide a connection to greater Placer County and the Sacramento region. These routes include:
 - Route M provides east-west transit service south of the SIA between the Galleria and Vintage Square in the city of Roseville.
 - Route R provides north-south transit service south of the SIA between PRIDE industries and Louis/Orlando Transfer point, connecting to Sacramento Regional Transit and Placer County Transit south of Interstate 80 (I-80).
 - Route S provides transit service between the southeastern corner of the SIA and the Galleria.

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- Under existing conditions, no unmet transit needs that are reasonable to meet have been identified within the SIA study area.
- There are Federal, State, and local regulations and policies that regulate and support existing operations and expansion of non-motorized facilities. Placer County Transportation Planning Agency (PCTPA) is responsible for developing and adopting the Bikeways Master Plan.
- There are approximately four miles of roadway within the SIA with sidewalk on one or both sides of the street. Sidewalk facilities are concentrated in the area around the Thunder Valley Casino and the southeast corner of the SIA.
- Within the SIA, there is a Class III bike route along Fiddymont Road and Industrial Avenue which provides access for bicyclists from north and south of the area.
- Within the vicinity of the SIA, there are approximately 2.5 miles of Class I Bike Paths, 14 miles of Class II Bike Lanes, and seven miles of Class III Bike Routes. Only Class III Bike Route facilities currently exist within the SIA.
- Union Pacific Rail Road (UPRR) owns the right-of-way for freight and passenger rail services and operates freight trains through Placer County with a terminal in the city of Roseville. The rail yard can serve 1,800-2,300 cars per day. UPRR freight tracks run along the eastern edge of the SIA, with some sidings extending from the mainline. All of the roadway crossings are grade-separated within the SIA with the exception of the at-grade crossing at Athens Avenue.
- The Capitol Corridor provides two daily passenger trains service between Auburn-Roseville-Sacramento with the nearest station to the SIA in the city of Roseville.
- Under existing conditions, no unmet rail transportation needs that are reasonable to meet have been identified within the SIA.
- The most common transportation modes for goods movement in Placer County are rail, truck, and air transport.
- There are Surface Transportation Assistance Act (STAA) designated truck routes near the SIA that can provide access for standard trucks within the area. Truck traffic mainly uses I-80 to travel through Placer County.
- Athens Avenue is currently serving truck traffic for the Western Regional Sanitary Landfill located within the SIA.
- Regional air freight can be handled at the Sacramento International Airport, Reno International Airport, or Mather Airport. Maritime freight can be handled at the Port of West Sacramento. Rail freight can be handled at the Roseville Rail Yard in the city of Roseville.
- There are programmed improvements listed (as part of the Capital Improvement Programs, or CIPs) for three roadways within the SIA, including Foothills Boulevard, Industrial Avenue, and Sunset Boulevard. Major funding sources for these projects

include the County Traffic Impact Fee Program and Frontage Improvements Program.

- The County and Cities also have a Tier II fee on new development areas to fund the Placer Parkway project, a South Placer Regional Transportation Authority (SPRTA) fee for regional improvements, and a SR 65 Joint Powers Agreement fee that funds various interchanges on SR 65. The County has a Countywide Traffic Mitigation Fee Program with 11 districts, one of which covers the SIA.
- There are two regional roadway projects within the SIA including Placer Parkway connecting between SR 70/Highway 99 and SR 65 and SR 65 HOV lanes between I-80 and the Blue Oak Boulevard interchange.
- The 2010 Placer County Regional Transportation Plan (RTP) identifies funding sources for major roadway improvements through Federal (Regional Surface Transportation Program (RSTP), Transportation Enhancement Activities (TEA), and Congestion Mitigation and Air Quality (CMAQ)), State (Regional Transportation Improvement Program (RTIP)), and local sources (Local Transportation Fund (LTF)) for a total revenue of \$510 million for the regional roadway network over the planning period.
- Transit improvement projects would be funded through LTF, Federal Transportation Administration (FTA) Section 5307, and FTA Section 5311 funds for a total of \$776.2 million over twenty years.
- Non-motorized improvement projects are eligible for both CMAQ and TEA funds. \$57 million will be available for CMAQ projects and TEA fund is folded in with RTIP. The Transportation Development Act (TDA) allows one-quarter cent state sales tax to be spent on transit projects and 2 percent of TDA fund to be spent on bicycle and pedestrian projects.

SECTION 3.2 ROADWAYS

Existing Conditions

Roads are typically classified and defined by their function. Although Federal transportation regulations mandate the use of a Federal classification system, local jurisdictions, such as Placer County also develop classification systems to define their own roadways. Common classifications used by Placer County are as follows:

- **Local Streets** provide direct access to abutting land, and access to the collector street system. The public uses these streets for local circulation. They carry little, if any, through traffic, and generally carry very low traffic volumes.
- **Collector Roadways are intended to “collect”** traffic from the local streets and carry it to the roadways higher in the street classification hierarchy (e.g., arterials). The public uses these roadways as secondary circulation routes, and they generally carry light traffic volumes. Access to abutting land is normally permitted, but may be restricted to certain uses depending upon future traffic volumes. In urban/suburban areas, major collector roadways will generally carry higher traffic volumes than minor collectors, requiring more right-of-way (ROW), and have more access restrictions.
- **Arterial Roadways** are fed by local and collector roadways and provide linkages to the State highway system as well as linkages to and between communities and major activity centers. The public uses these roadways as primary circulation routes for through traffic, and they carry higher volumes of traffic than local and collector roadways. In urban/suburban areas, major arterials will generally carry higher traffic volumes than minor arterials requiring more ROW and have more access restrictions. Rural arterial roadways may or may not carry high traffic volumes, but do provide primary access routes for through travel in rural areas of the county.
- **Thoroughfares** are special arterial roadways with greater access control designed to carry high volumes of traffic with limited travel delay. Such roadways are used as primary circulation routes to carry longer distance, through traffic.
- **Freeways** are high-speed, high-capacity roadways with very limited access control whose main purpose is to serve through traffic over long distances.

The general standards for ROW, access control, planned travel lanes, and intersection spacing for each roadway class are shown in Table 3-1. Figure 3-1 shows the existing roadway classifications within the SIA.

**TABLE 3-1
GENERAL ROADWAY STANDARDS BY FUNCTIONAL CLASS
Placer County
2013**

Functional Class	Minimum Intersection Spacing	Driveway Allowed	Typical Number of Lanes	General ROW Requirements
State Highways				
Freeways	1-2 miles	None	4-10	-
Conventional		Limited	2-4	-
Urban/Suburban				
Limited Access Thoroughfares	1-2 miles	None	4-6	500' to 1000' ¹
Thoroughfares	½ miles	None	4-6	120' - 140'
Major Arterial	¼ miles	Limited	4-6	96' - 120'
Minor Arterial		Non-residential	2-4	84' - 96'
Major Collector		Non-residential	2	72' - 84'
Minor Collector		All uses	2	60' - 72'
Local		All uses	2	50' - 60'
Rural				
Limited Access Thoroughfares	1-2 miles	None	4-6	500' - 1000'
Arterial		Limited	2-4	70' - 84'
Collector		All uses	2	60' - 70'
Local		All uses	2	50' - 60'

¹ROW width may be less than or equal to the corridor width indicated in the Placer Parkway Corridor Preservation Tier 1 Environmental Impact Statement/Program Environmental Impact Report.

Source: Placer County General Plan, 2013.

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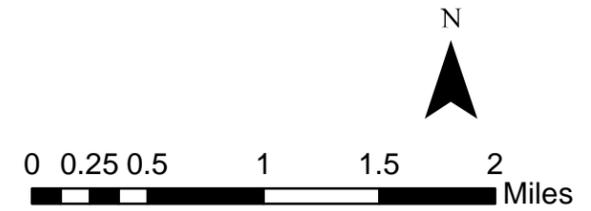
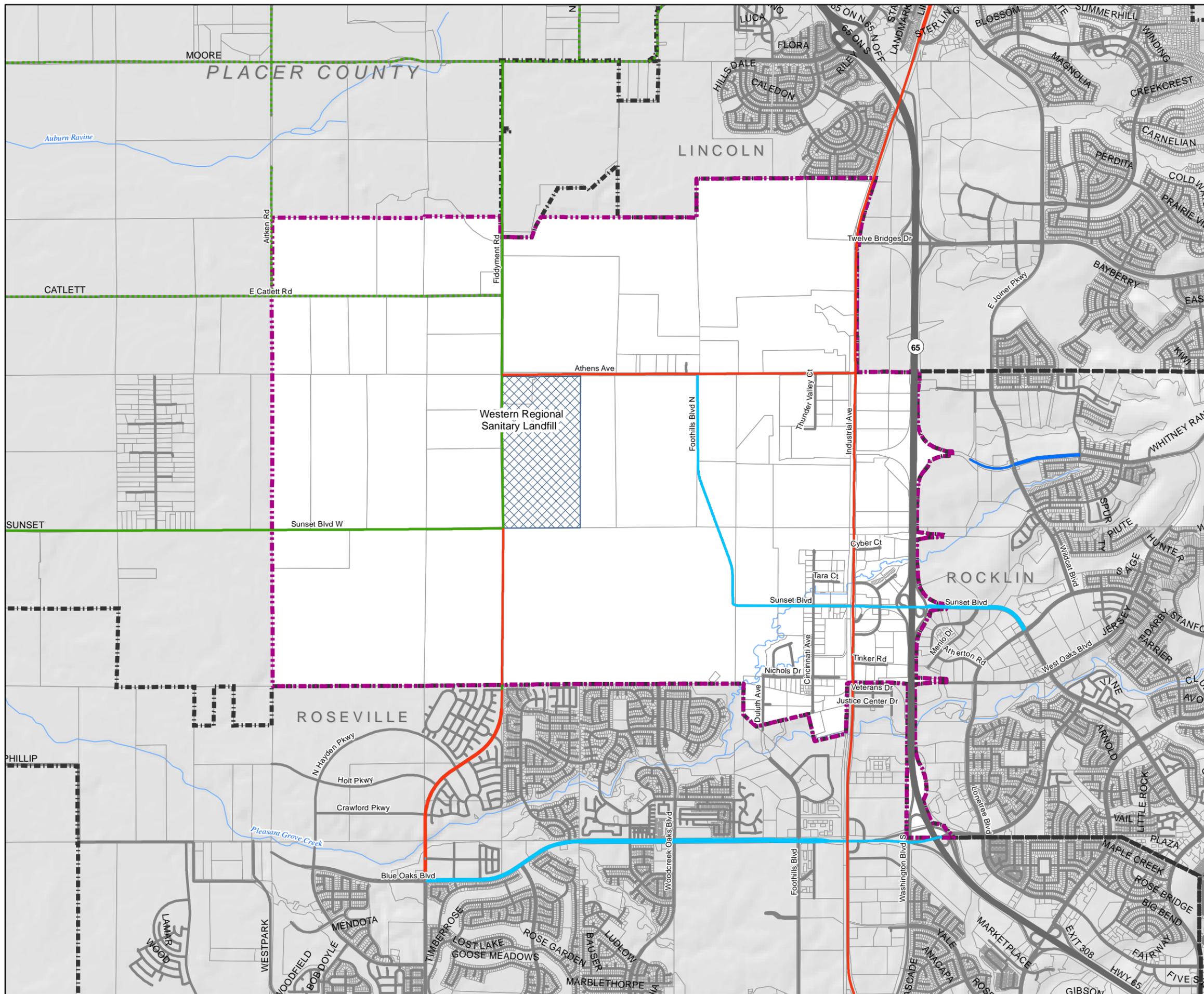
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Existing Roadway Classification

Functional Classification

- Expressway
- Rural Arterial
- ⋯ Rural Collector
- Thoroughfare
- Urban/Suburban Minor Arterial

- Planning Area
- City Limits
- Western Regional Sanitary Landfill



Date: 05-26-2015
 Source: Placer County, 2015

Existing Roadway Network Description

The existing roadway network in and around the SIA consists of local roadways and State highways. The key roadways are described below.

State Highways

- **State Route (SR) 65** is a north-south State highway that begins at I-80 in the city of Roseville and extends north through the Placer/Yuba County line and connects with SR 70 south of the City of Marysville in Yuba County. SR 65 begins as a four-lane freeway from north of I-80 and transitions to a conventional four-lane highway north of Ferrari Ranch Road and becomes a two-lane highway north of West Wise Road to the county line. SR 65 would serve regional traffic and provide access to the plan area through its interchanges at Blue Oaks Boulevard, Sunset Boulevard, and Twelve Bridges Drive.

Local Roadways

- **Fiddymment Road** is two-lane north-south rural arterial that connects between Base Line Road (south) and Moore Road (north).
- **Sunset Boulevard West** is a two-lane east-west rural arterial that connects between South Brewer Road and Fiddymment Road.
- **Foothills Boulevard North** is a two-lane north-south thoroughfare extending from Athens Avenue to the north to Sunset Boulevard.
- **Sunset Boulevard** is a two-lane, east-west thoroughfare connecting Foothills Boulevard North to the west into the city of Rocklin. The road transitions from two lanes to six lanes at the Sunset Boulevard/SR 65 interchange and continues east into the city of Rocklin.
- **Athens Avenue** is a two-lane, east-west road that runs between Fiddymment Road and Industrial Avenue.
- **Whitney Ranch Parkway** is a four- to six-lane east-west road east of SR 65. Whitney Ranch Parkway is currently serving the Whitney Ranch community in the city of Rocklin. With plans for future extension, Whitney Ranch Parkway will be connected with Placer Parkway at the west end and provide access to SR 65. An interchange of Whitney Ranch Parkway with SR 65 is currently under construction.

- **Twelve Bridges Drive** is an east-west road connecting between Industrial Avenue to the west and Sierra College Boulevard (east of the city of Lincoln). It is a two-lane facility between Industrial Avenue and SR 65 and a four-lane road from SR 65 to Eastridge Drive. It transitions to a two-lane road east of Eastridge Drive. Twelve Bridges Drive provides access to SR 65 through the interchange just east of Industrial Avenue.
- **Industrial Avenue/Lincoln Boulevard** is a north-south arterial parallel to SR 65 between the city of Roseville and south of the city of Lincoln. Industrial Avenue extends from Washington Boulevard in the city of Roseville to SR 65 and becomes Lincoln Boulevard through the city of Lincoln and was previously SR 65 prior to the bypass being constructed.
- **Blue Oaks Boulevard** is an east-west arterial connecting between Fiddymment Road and SR 65 in the city of Roseville. It is a six-lane road along the study segment. Blue Oaks Boulevard provides access to SR 65 to the south of the plan area and is a key connection to Fiddymment Road.

Study Roadways

Key intersections and roadways for the baseline year proposed for analysis in and around the SIA are listed below. These study facilities are also shown in Figure 3-2.

Local Roadways

- Fiddymment Road between Blue Oaks Boulevard and Moore Road
- Sunset Boulevard West between Amoruso Way and Fiddymment Road
- Foothills Boulevard North/Sunset Boulevard between Athens Avenue and Lonetree Boulevard/West Stanford Ranch Road
- Athens Avenue between Fiddymment Road and Industrial Avenue
- Whitney Ranch Parkway between Wildcat Boulevard and Old Ranch House Road
- Twelve Bridges Drive between Industrial Avenue and East Joiner Parkway
- Industrial Avenue/Lincoln Boulevard between Blue Oaks Boulevard and East Joiner Parkway
- Blue Oaks Boulevard between Woodcreek Oaks Boulevard and Foothills Boulevard

Ramp Intersections

- Twelve Bridges Drive and SR 65 Southbound ramps
- Twelve Bridges Drive and SR 65 Northbound ramps
- Sunset Boulevard and SR 65 Southbound ramps

- Sunset Boulevard and SR 65 Northbound ramps
- Blue Oaks Boulevard and SR 65 Southbound ramps
- Blue Oaks Boulevard and SR 65 Northbound ramps

Local Intersections

- Dowd Road and Moore Road
- Fiddymment Road and Moore Road
- Fiddymment Road and Athens Avenue
- Fiddymment Road and Sunset Boulevard
- Fiddymment Road and Blue Oaks Boulevard
- SR 65 and Nelson Lane
- Moore Road and Nelson Lane
- Athens Avenue and Foothills Boulevard
- Industrial Avenue and Athens Avenue
- Industrial Avenue and Placer Corporate Drive
- Placer Corporate Drive/South Loop Road and Sunset Boulevard
- Industrial Avenue and South Loop Road
- Joiner Parkway and Ferrari Ranch Road
- Lincoln Boulevard and Sterling Parkway
- Joiner Parkway and Twelve Bridges Drive
- Wildcat Boulevard and Whitney Ranch Parkway
- Lonetree Boulevard/Stanford Ranch Road and Sunset Boulevard

State Highways

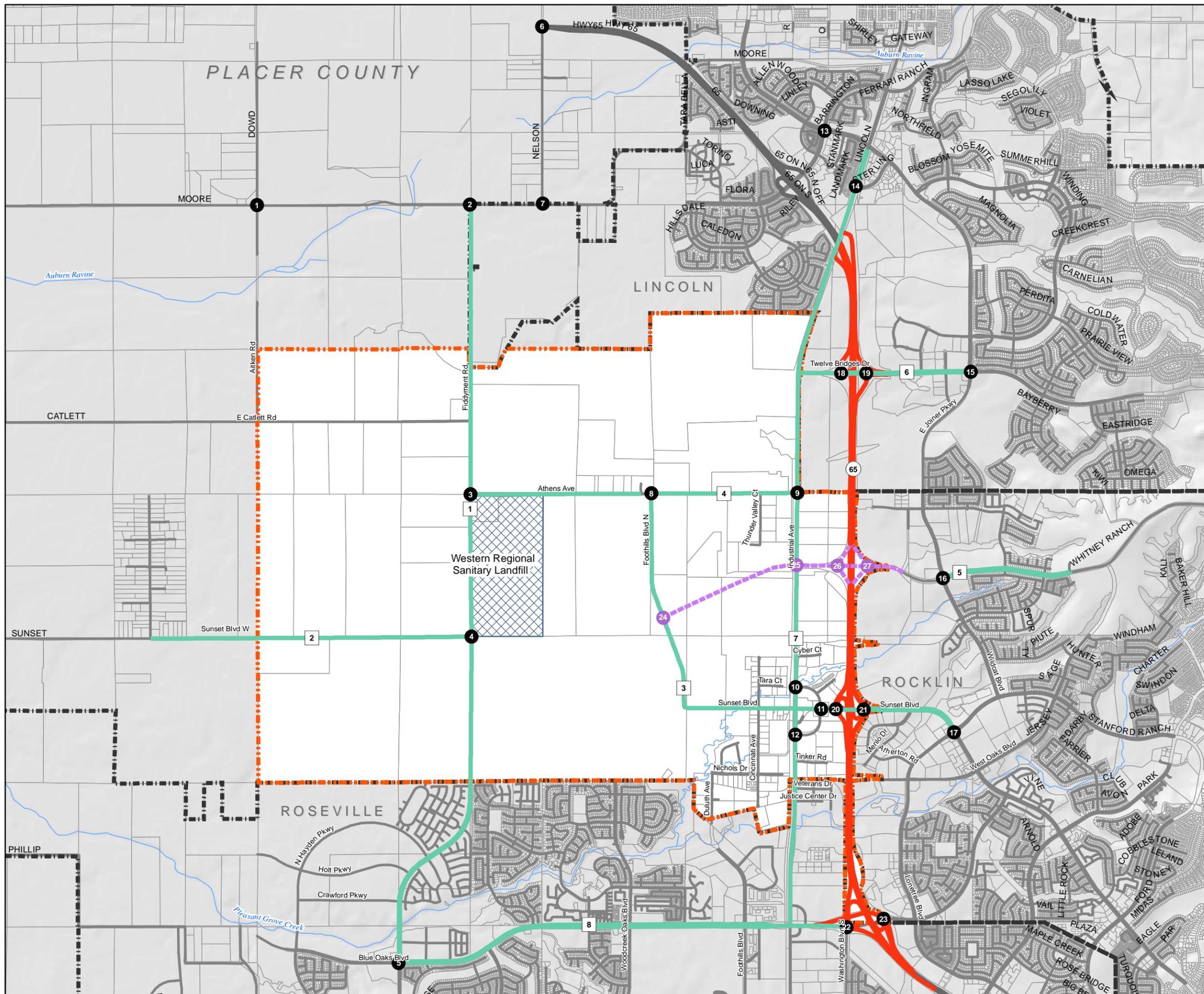
- SR 65 Northbound between Blue Oaks Boulevard and Industrial Avenue/Lincoln Boulevard
- SR 65 Southbound between Blue Oaks Boulevard and Industrial Avenue/Lincoln Boulevard

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Study Facilities

- Study Intersections
- Future Study Intersections
- Study Segments**
 - Study Roadway Segments
 - Future Study Roadway and Ramps
 - Freeway Study Segments & Ramps
- Planning Area
- City Limits
- Western Regional Sanitary Landfill



0 0.25 0.5 1 1.5 2 Miles

Date: 05-26-2015
Source: Placer County, 2015

Analysis Methodology

For purposes of the SIA Plan, the baseline analysis year is 2015. In coordination with County staff, existing traffic counts provided by Placer County and previous studies within the area were used where available.

Data Collection

New traffic data collection was performed at four intersections and three roadway segments in April 2015. Traffic data for all other study locations were obtained from existing sources, which are described below.

Traffic Data for Intersections

Intersection turning movement counts from Placer Ranch traffic study were collected during the AM (7:00 to 9:00) and PM (4:00 to 6:00) in April 2014 at the following locations:

- Moore Road and Fiddymment Road
- Athens Avenue and Fiddymment Road
- Sunset Boulevard and Fiddymment Road
- Blue Oaks Boulevard and Fiddymment Road
- Athens Avenue and Foothills Boulevard
- Blue Oaks Boulevard and SR 65 Southbound Ramps/Washington Boulevard

Additional sources of existing intersection turning movement counts include the current inventories from the Placer Parkway Phase 1 Transportation Analysis Report (TAR), the Village 11 Project Supplement to the Lincoln Crossing Specific Plan EIR, and the SR 65 Capacity and Operational Improvements (COI) TAR.

Count data from the Placer Parkway Phase 1 TAR included the following locations (count year 2012):

- Athens Avenue and Industrial Avenue
- Placer Corporate Drive and Industrial Avenue
- Placer Corporate Drive/South Loop Road and Sunset Boulevard
- South Loop Road and Industrial Avenue
- Lincoln Highway and Sterling Parkway
- Twelve Bridges Road and Joiner Parkway

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- Whitney Ranch Road and Wildcat Boulevard
- Twelve Bridges Road and SR 65 Southbound ramps
- Twelve Bridges Road and SR 65 Northbound ramps
- Sunset Boulevard and SR 65 Southbound ramps
- Sunset Boulevard and SR 65 Northbound ramps

Count data from the Village 11 Project included the following location (count year 2012):

- Joiner Parkway and Ferrari Ranch Road (PM Only)

Count data from the SR 65 COI TAR included the following location (count year 2012):

- Blue Oaks Boulevard and SR 65 Northbound Ramps

New turning movement counts were performed on April 2, 2015, at the following intersections:

- Sunset Boulevard and Lonetree Boulevard/Stanford Ranch Road
- Nelson Lane and SR 65
- Nelson Lane and Moore Road
- South Dowd Road and Moore Road

Traffic Data for Roadway Segments

Roadway segment traffic count data were obtained primarily from the Placer County Public Works' **segment traffic count inventory** from 2012. Segment traffic count locations from Placer County included:

- Fiddymment Road between Blue Oaks Boulevard and Moore Road
- Sunset Boulevard West between Amoruso Way and Fiddymment Road
- Foothills Boulevard North/Sunset Boulevard between Athens Avenue and Lonetree Boulevard/West Stanford Ranch Road
- Athens Avenue between Fiddymment Road and Industrial Avenue

An additional segment count was obtained from the current inventory from the city of Roseville from 2011 at the following location:

- Blue Oaks Boulevard between Woodcreek Oaks Boulevard and Foothills Boulevard

New traffic counts were performed on April 2, 2015, at the following roadway segments:

- Whitney Ranch Parkway between Wildcat Boulevard and Old Ranch House Road
- Twelve Bridges Drive between Industrial Avenue and East Joiner Parkway
- Industrial Avenue between Blue Oaks Boulevard and East Joiner Parkway

Traffic Data for State Highways

SR 65 mainline traffic volumes and truck volumes were obtained from the most recent published California Department of Transportation (Caltrans) data (2013 data was the most recent at the time this study was conducted). All traffic parameters used to develop peak hour volumes for mainlines, including K-factor, D-factor, and peak hour factor (PHF), were determined using 2014 data (between Tuesday and Thursday) from Caltrans Performance Measurement System (PeMS). All ramp traffic data were determined using turning movement counts at the study ramp intersections. Traffic data for ramps not included in the study intersections were obtained from SR 65 Capacity and Operational Improvements TAR (January, 2015).

Crash Data

The three most recent years of crash records (2011-2013) were obtained from the Traffic Accident Surveillance and Analysis System (TASAS) database for SR 65 and from the Statewide Integrated Traffic Records System (SWITRS) database for non-freeway facilities. TASAS data is collected and maintained by Caltrans and SWITRS data is maintained by the California Highway Patrol (CHP).

TASAS data (04/01/2010 to 03/31/2013) were obtained from Caltrans District 3 for SR 65 mainline and its ramps between post mile 7.1 (Pleasant Grove Boulevard) and post mile 13.999 (North of Ferrari Ranch Road). Given that the Lincoln Bypass was completed effective October 4, 2012, all collision records prior to this date is coded to the Old Highway 65 (begin post mile 12.5). All collision records occurred after the effective date was on the existing SR 65 (including the new Lincoln Bypass).

Traffic Operations Methodology

Traffic operations analysis for various facility types was performed using the methods described below.

Intersections

All intersections were analyzed using methods in the most recent Highway Capacity Manual (Transportation Research Board, 2010). The level of service (LOS) and 95th percentile queue analyses were performed using the SYNCHRO-8 software package.

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For all-way stop controlled (AWSC) and signalized intersections, the LOS was reported for the intersection as a whole. LOS for two-way stop controlled (TWSC) intersections was reported for both overall and worse movement.

The intersection LOS thresholds based on the 2010 Highway Capacity Manual (HCM2010) are provided in Table 3-2.

TABLE 3-2 INTERSECTION LEVEL OF SERVICE THRESHOLDS Highway Capacity Manual 2010		
Level of Service	Average Control Delay (seconds/vehicle)	
	Non-signalized Intersection	Signalized Intersection
A	≤10	≤10
B	>10-15	>10-20
C	>15-25	>20-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50 or v/c > 1.0	>80 or v/c > 1.0

Source: Highway Capacity Manual, 2010.

Roadway Segments

Roadway segments were evaluated by comparing average daily traffic (ADT) volumes to the daily volume thresholds provided in the Placer County General Plan adopted segment ADT thresholds. The roadway segment LOS thresholds are provided for Placer County in Table 3-3.

TABLE 3-3 ROADWAY LEVEL OF SERVICE THRESHOLDS Placer County 1994					
Roadway Class	Maximum Daily Volume				
	LOS A	LOS B	LOS C	LOS D	LOS E
Arterial - High Access Control					
2 Lanes	12,000	14,000	16,000	18,000	20,000
4 Lanes	24,000	28,000	32,000	36,000	40,000
6 Lanes	36,000	42,000	48,000	54,000	60,000
Arterial - Moderate Access Control					
2 Lanes	10,800	12,600	14,400	16,200	18,000
4 Lanes	21,600	25,200	28,800	32,400	36,000
6 Lanes	32,400	37,800	43,200	48,600	54,000
Arterial/Collector - Low Access Control					
2 Lanes	9,000	10,500	12,000	13,740	15,000
4 Lanes	18,000	21,000	24,000	27,480	30,000
6 Lanes	27,000	31,500	36,000	41,220	45,000
Rural 2-lane Highway - Level Terrain	3,000	5,900	9,600	15,500	25,000
Rural 2-lane Highway - Rolling Terrain	1,600	4,200	7,600	11,400	21,000

Source: Placer County General Plan Final EIR, 1994.

Freeway Mainline, Merge, Diverge, and Weave

Freeway mainlines, merge, diverge, and weave segments were evaluated using the HCM2010 (Transportation Research Board, 2010). The LOS was reported for each freeway segment type based on density measures. Freeway mainline and merge/diverge segments were evaluated using HCM2010 compatible spreadsheet models developed in-house. The freeway LOS thresholds based on HCM2010 are provided in Table 3-4.

TABLE 3-4 FREEWAY LEVEL OF SERVICE THRESHOLDS Highway Capacity Manual 2010		
Level of Service	Density (passenger cars per lane per mile)	
	Basic Segments	Merge/Diverge Segments
A	≤11	≤10
B	>11-18	>10-20
C	>18-26	>20-28
D	>26-35	>28-35
E	>35-45	>35
F	>45 or Demand > Capacity	Demand > Capacity

Source: Highway Capacity Manual, 2010.

Performance and Project Impact Criteria

State Facilities

In general, State-operated facilities operating at the cusp of LOS C and LOS D criteria are considered acceptable. This translates to freeway mainline segments and merge-diverge sections with a density greater than 26 passenger-car-per-lane-per-mile (pcplpm) and 28 pcplpm respectively, and State-operated intersections experiencing movements with over 35 seconds of delay. In the SR 65 Transportation Concept Report (2001), Caltrans has identified the concept LOS for SR 65 for the following segments:

- LOS F for SR 65 from I-80 to Blue Oaks Boulevard
- LOS E for SR 65 from Blue Oaks Boulevard to Lincoln Boulevard

A facility will be considered impacted if operations change from an acceptable LOS to an LOS exceeding the threshold. In addition, facilities with LOS already exceeding the threshold are considered impacted if the project:

- Increases the v/c ratio on the facilities by 0.05, or
- Increases the number of peak-hour vehicles on the facilities by more than 5 percent.

For the purposes of this study, LOS F was used as the minimum acceptable LOS for SR 65 segments and ramp terminals south of Blue Oaks Boulevard, and LOS E was used as the minimum acceptable LOS for SR 65 segments between Blue Oaks Boulevard and Lincoln Boulevard.

City of Roseville Facilities

The City of Roseville General Plan (May 2012) LOS policy states that 70 percent of all of the City's signalized intersections and roadway segments shall maintain an LOS C standard during the PM peak hour. For the purposes of this study, LOS C was used as the minimum acceptable LOS for City of Roseville facilities.

City of Lincoln Facilities

The City of Lincoln General Plan (March 2008) LOS policy states that LOS C shall be maintained at all signalized intersections during the PM peak hour. The LOS policy also states that a minimum LOS D shall be maintained in coordination with Caltrans for state facilities. For the purposes of this study, LOS C was used as the minimum acceptable LOS for City of Lincoln facilities.

City of Rocklin Facilities

The City of Rocklin General Plan, Section C Policy 13 (April 1991) states that the City shall maintain a minimum LOS C for all streets and intersections, except for intersections located within one-half mile from direct access to an interstate freeway where LOS D will be acceptable. For the purposes of this study, LOS C was used as the minimum acceptable LOS for City of Rocklin facilities. The minimum acceptable LOS D was used for intersections within one-half mile of SR 65.

Placer County Facilities

The Placer County General Plan, LOS Policy 3.A.7 (August 1994) states that the County shall maintain LOS C on rural, urban, and suburban roadways, except within one-half mile of state highways where the standard shall be LOS D. For the purposes of this study, LOS C was used as the minimum acceptable LOS for Placer County intersections and LOS D was used as the minimum acceptable LOS for intersections located within one-half mile of SR 65.

Existing Conditions Results for Intersections

This section provides traffic operations results for the study intersections.

Traffic Data for Intersections

Figure 3-3 presents existing intersection turning movement traffic volumes for study intersections and ramps.

Traffic Operations Results for Intersections

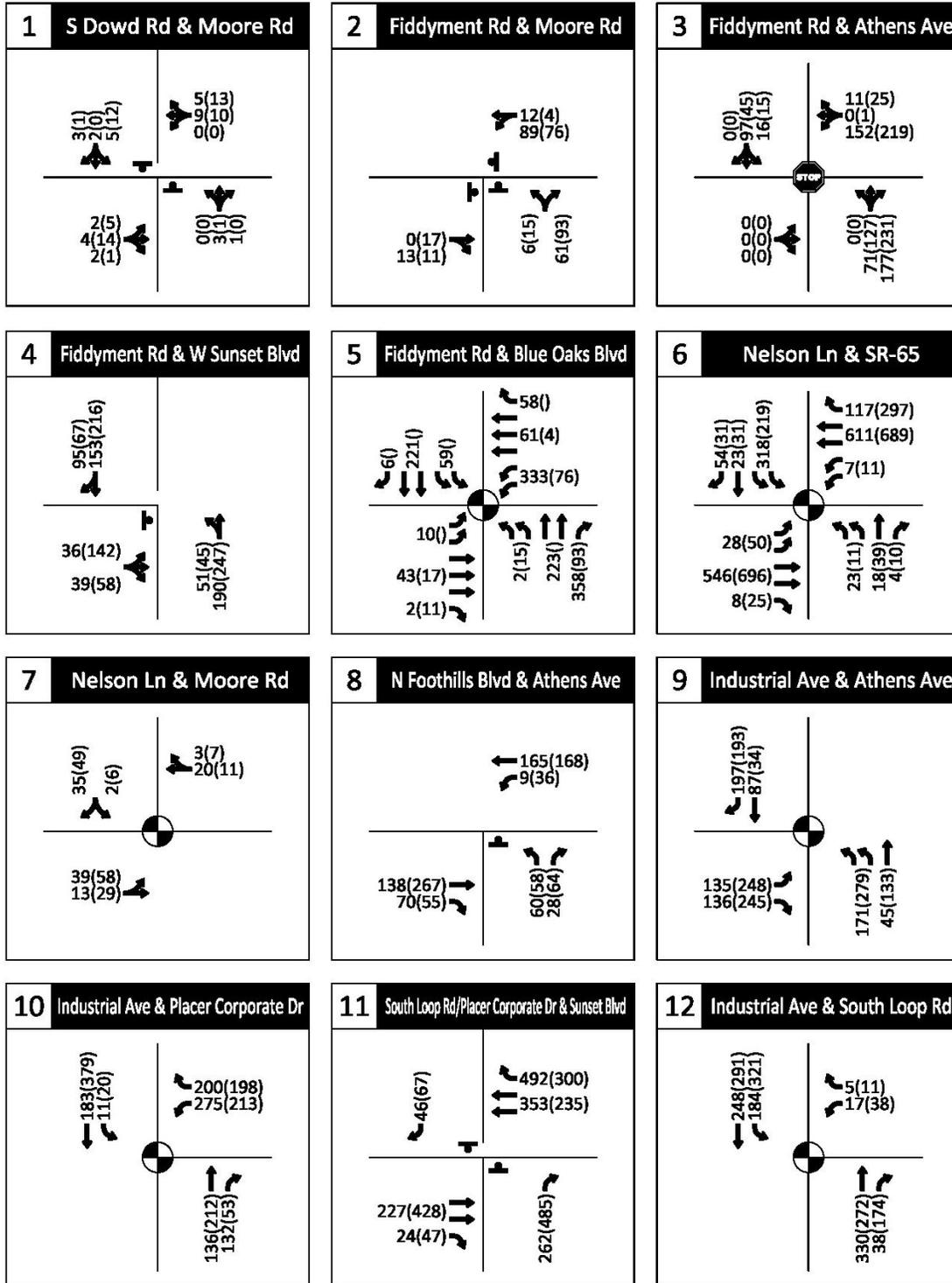
Table 3-5 presents the results of the AM and PM peak hour intersection analysis for existing conditions.

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The Sunset Boulevard and Lonetree Boulevard/Stanford Ranch Road study intersection was found to operate at an LOS exceeding the standard (PM peak hour only). All other study intersections were found to operate at an acceptable level of service in both the AM and PM peak hours. The analysis worksheets are provided in Appendix B.

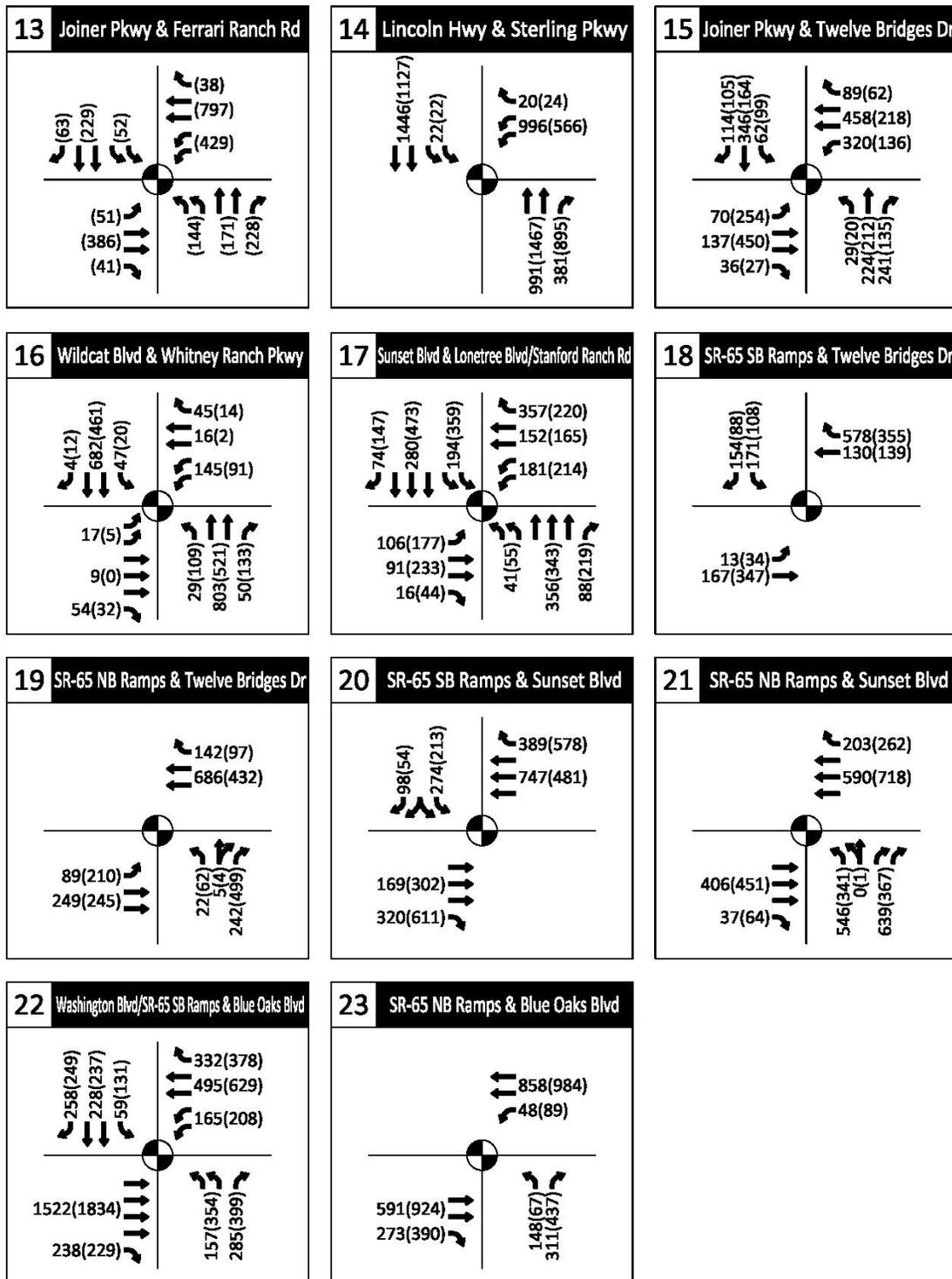
FIGURE 3-3 STUDY INTERSECTION TURNING MOVEMENT VOLUMES

SUNSET INDUSTRIAL AREA



AM(PM) = Traffic Volume ⊕ = Signalized Intersection ⊖ = All Way Stop Control
 ↗ = Lane Geometry ▤ = Stop Sign

FIGURE 3-3 (CONT.) STUDY INTERSECTION TURNING MOVEMENT VOLUMES
SUNSET INDUSTRIAL AREA



AM(PM) = Traffic Volume ⊕ = Signalized Intersection ⊖ = All Way Stop Control
 ↗ = Lane Geometry ▸ = Stop Sign