

**CHAPTER 9**  
**TRANSPORTATION AND CIRCULATION**

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## 9.0 TRANSPORTATION AND CIRCULATION

### 9.1 ENVIRONMENTAL SETTING

Evaluation of the operating characteristics of the existing circulation system in the vicinity of the specific plan area is the initial task in defining the transportation impacts of the Specific Plan. The following sections discuss existing roadway functions, traffic volumes, and traffic Levels of Service, as well as transit services and bicycle facilities.

#### 9.1.1 Transportation Analysis Scenarios

The traffic associated with full development of the proposed project was estimated under existing and cumulative (2025) conditions. The following conditions and scenarios of development were defined and evaluated:

##### Existing Conditions

- Existing No Project scenario – with PFE Road open
- Existing No Project scenario – with PFE Road closed
- Existing Plus Project scenario – with PFE Road open
- Existing Plus Project scenario – with PFE Road closed

##### Cumulative Conditions

- Cumulative No Project scenario – with PFE Road open
- Cumulative No Project scenario – with PFE Road closed
- Cumulative Plus Project scenario – with PFE Road open
- Cumulative Plus Project scenario – with PFE Road closed

The *Dry Creek/West Placer Community Plan* calls for closing PFE Road between Walerga Road and Cook-Riolo Road when the daily traffic volume reaches a threshold of 5,000 vehicles per day. Current counts show that the daily volume today is approximately 7,200, well above the threshold for closure. The County has not determined if it will close the road. Therefore, the analysis was done under both scenarios: (a) with the road open and (b) with the road closed.

This section documents the evaluation of the conditions and scenarios defined above. Comparing traffic conditions under these conditions and scenarios provides a comprehensive basis for determining the traffic impacts of the proposed project. To determine the traffic impacts, the traffic associated with full development of the specific plan area was compared to a No Project scenario for the same time frame and same roadway network, as follows:

- The Existing No Project scenario with PFE Road open is compared to Existing Plus Project scenario with PFE Road open.
- The Existing No Project scenario with PFE Road closed is compared to Existing Plus Project scenario with PFE Road closed.
- The Cumulative No Project scenario with PFE Road open is compared to Cumulative Plus Project scenario with PFE Road open.
- The Cumulative No Project scenario with PFE Road closed is compared to Cumulative Plus Project scenario with PFE Road closed.

Intersection and roadway Level of Service calculations are available for review at the Placer County Planning Department.

### 9.1.2 Study Area Roadway System

The transportation analysis study area covers an area from north of Baseline Road to I-80 on the south, and from SR 65 on the east to SR 70/99 on the west. The study area (shown on Figure 9-1) for this traffic impact analysis covers portions of four jurisdictions: Placer County, Sacramento County, Sutter County, and the City of Roseville.

The transportation analysis study area boundary was based on a screening analysis that determined the roadway segments where the proposed project would cause a measurable increase in traffic volume compared to Existing No Project conditions and to Cumulative No Project conditions. Roadways and intersections outside the transportation analysis study area boundary were not further evaluated. The screening analysis determined that the proposed project would cause a small but measurable increase in traffic volume on SR 70/99 and on two key major roadways that connect to SR 70/99: Riego Road and Elverta Road. The proposed project would also cause a measurable increase in volumes on I-80 and on SR 65.

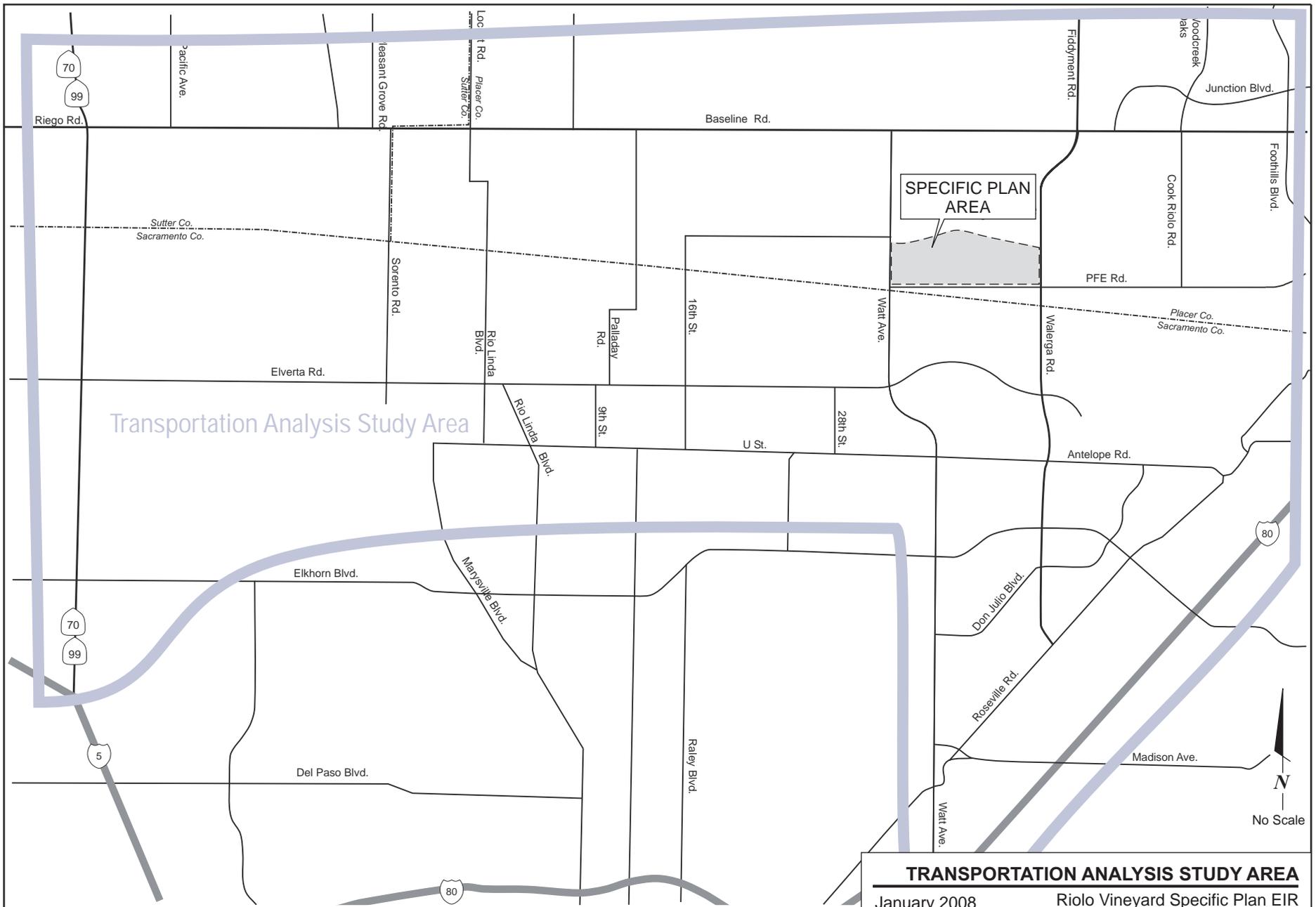
The Circulation Plan Diagram in the *Placer County General Plan* depicts the circulation system for unincorporated Placer County by use of a set of roadway classifications. The roadway classification system has been developed to guide Placer County's long-range capital improvement planning and programming. Roadways are classified in this system based on the linkages they provide and their function, both of which reflect their importance to the land use patterns, traveler and general welfare. The County's functional classification system recognizes differences in roadway function and standards between urban/suburban areas and rural areas.

The roadway classifications 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 local streets and carry it to roadways higher in the street classification hierarchy (e.g., arterials). The public uses these roadways as secondary circulation routes, and they generally carry light-to-moderate traffic volumes. Access to abutting land is normally permitted but may be restricted to certain uses dependent on cumulative traffic volumes. In urban/suburban areas, major collector roadways will generally carry higher traffic volumes than minor collectors, and thus require more right-of-way 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 streets and collector roadways. In urban/suburban areas, major arterials will generally carry higher traffic volumes than minor arterials, and thus require more right-of-way 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.

The existing roadway network in the vicinity of the specific plan area consists of state highways, arterials, collectors, and local roadways. The key roadways shown on Figure 9-1 are described below.

- **Baseline Road** is an east-west rural arterial that extends from the Sutter County line to Foothills Boulevard in the City of Roseville. Within Sutter County, this roadway becomes Riego Road, while east of Foothills Boulevard this roadway becomes Main Street. Baseline Road and Riego Road connect Roseville, West Placer County, and South Sutter County with SR 70/99. East of Watt Avenue, Baseline Road carries about 12,600 vehicles per day, while west of Watt Avenue, Baseline Road carries 10,400 vehicles per day.



Source:  
DKS Associates, 2007

<b>TRANSPORTATION ANALYSIS STUDY AREA</b>	
January 2008	Riolo Vineyard Specific Plan EIR
28066896	Placer County, California
<b>URS</b>	<b>FIGURE 9-1</b>

- **Watt Avenue** is a north-south arterial that borders the west side of the specific plan area. This roadway runs from Baseline Road south to Florin Road in Sacramento County. Watt Avenue connects West Placer County with Interstate 80 (I-80), and extends across the American River to provide access to US 50. The roadway becomes South Watt Avenue at Jackson Road (SR 16), and becomes Elk Grove-Florin Road at Florin Road. Elk Grove-Florin Road continues south to Stockton Boulevard at SR 99 in the City of Elk Grove. Within Placer County, Watt Avenue has two travel lanes and carries about 7,100 vehicles per day.
- **PFE Road** is a two-lane, east-west rural arterial that borders the south side of the specific plan area. It extends from Watt Avenue east to the City of Roseville, where it becomes Atkinson Street. East of Watt Avenue, this roadway carries about 4,700 vehicles per day.
- **Walerga Road** is a rural arterial that borders the east side of the specific plan area. It extends from Baseline Road south to Roseville Road in Sacramento County. It provides access between West Placer County and the Antelope area of Sacramento County. It is a two-lane road with widening to four lanes at the intersections with Doyle Ranch Road and Baseline Road. Walerga Road carries about 14,900 vehicles per day near Baseline Road.
- **Fiddyment Road** is a two-lane, north-south rural arterial that extends north from Baseline Road along the western boundary of the City of Roseville to Moore Road, southwest of the City of Lincoln. North of Baseline Road, Fiddyment Road carries about 19,600 vehicles per day.
- **Locust Road** is a two-lane, north-south rural collector that extends from the Sacramento County line north to Sunset Boulevard West.
- **Cook-Riolo Road** is a two-lane, north-south rural collector that extends from Baseline Road to PFE Road. In the City of Roseville this roadway becomes Woodcreek Oaks Boulevard.
- **Riego Road** is an east-west, rural arterial that extends from the Sutter County line to SR 70/99 in Sutter County. West of Pleasant Grove Road, it carries about 9,900 vehicles per day.
- **SR 70/99** is a four-lane, north-south, multilane divided highway north of Elverta Road, and a four-lane freeway south of Elverta Road. It connects downtown Sacramento to Marysville and Yuba City. South of Elverta Road, it carries 40,500 vehicles per day.
- **SR 65** is a four-lane, north-south freeway north of I-80. It connects I-80 and downtown Roseville to Lincoln, Marysville and Yuba City. North of I-80, it carries 88,000 vehicles per day.
- **I-80** is a twelve- to six-lane, east-west interstate freeway. It has twelve lanes east of Watt Avenue and six lanes east of Riverside Avenue. It connects San Francisco to New York City (locally, it connects Sacramento to Roseville). East of Watt Avenue it carries 240,000 vehicles per day, and west of SR 65 it carries 160,000 vehicles per day.

### 9.1.3 Existing Traffic Levels of Service

Determination of traffic impacts of the proposed project is based on projected roadway volumes and comparisons to roadway capacities. Roadway operating conditions are described using the concept of Level of Service (LOS).

LOS is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operation costs.

LOS is designated A through F (best to worst), which cover the entire range of traffic operations that might occur. LOS E describes conditions approaching or at maximum capacity.

Under the *Placer County General Plan*, the County has established a standard of LOS C except for within ½ mile of state highways, where the standard is LOS D. Peak hour intersection analysis of LOS was conducted in the unincorporated Placer County portion of the transportation analysis study area. Tables 9-1 through 9-4 summarize the LOS criteria used for these analyses.

Figure 9-2 shows the existing daily traffic volumes on roadways in the unincorporated areas of Placer County in the vicinity of the specific plan area. The daily segment-based analysis criteria used to evaluate these roadways are consistent with the methodologies used in the *Placer County General Plan Update Final Environmental Impact Report* (Placer County General Plan EIR). Arterial roadways were evaluated using the criteria for “moderate access control arterials,” while the criteria for “low access control arterials” were used for collector roadways. Table 9-5 contains the daily segment-based analysis for existing conditions.

Placer County uses the Transportation Research Board Circular 212 (critical movement) method to evaluate LOS at its signalized intersections. Analysis of LOS at unsignalized intersections is based on the methodology found in the Transportation Research Board’s *Highway Capacity Manual*. This method calculates LOS based on the delay on each of the stop-sign controlled movements at the intersection. For this EIR, the LOS for stop-sign controlled intersections is based on the average delay for all movements in the intersection. Tables 9-6 and 9-7 summarize existing peak hour conditions for key study intersections in unincorporated Placer County (see Figure 9-3 for intersection locations). The existing traffic volumes and lane geometry at each intersection in Tables 9-6 and 9-7 are provided on Figure 9-4.

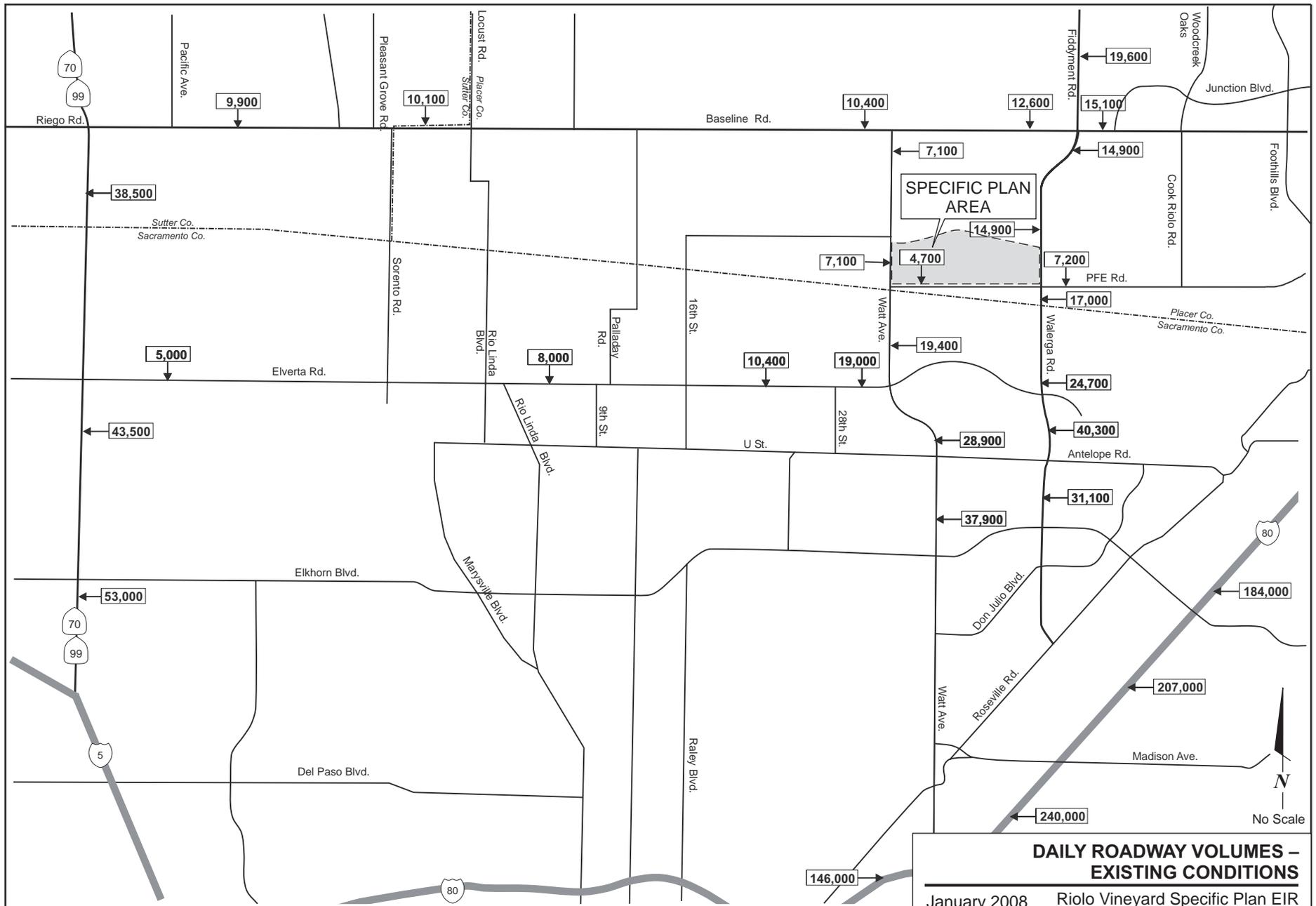
**Table 9-1  
Level of Service Definitions – Daily Segment Based Analysis**

Roadway Capacity Class	Maximum Daily Traffic Volume Per Lane for Each Level of Service Designation				
	A	B	C	D	E
Arterial – High Access Control	6,000	7,000	8,000	9,000	10,000
Arterial – Moderate Access Control	5,400	6,300	7,200	8,100	9,000
Arterial and Collector – Low Access Control	4,500	5,250	6,000	6,870	7,500
Expressway <sup>1</sup> – Level Terrain	4,050	6,620	9,450	12,150	13,500
Freeway – Level Terrain	6,300	10,620	13,680	16,740	18,000

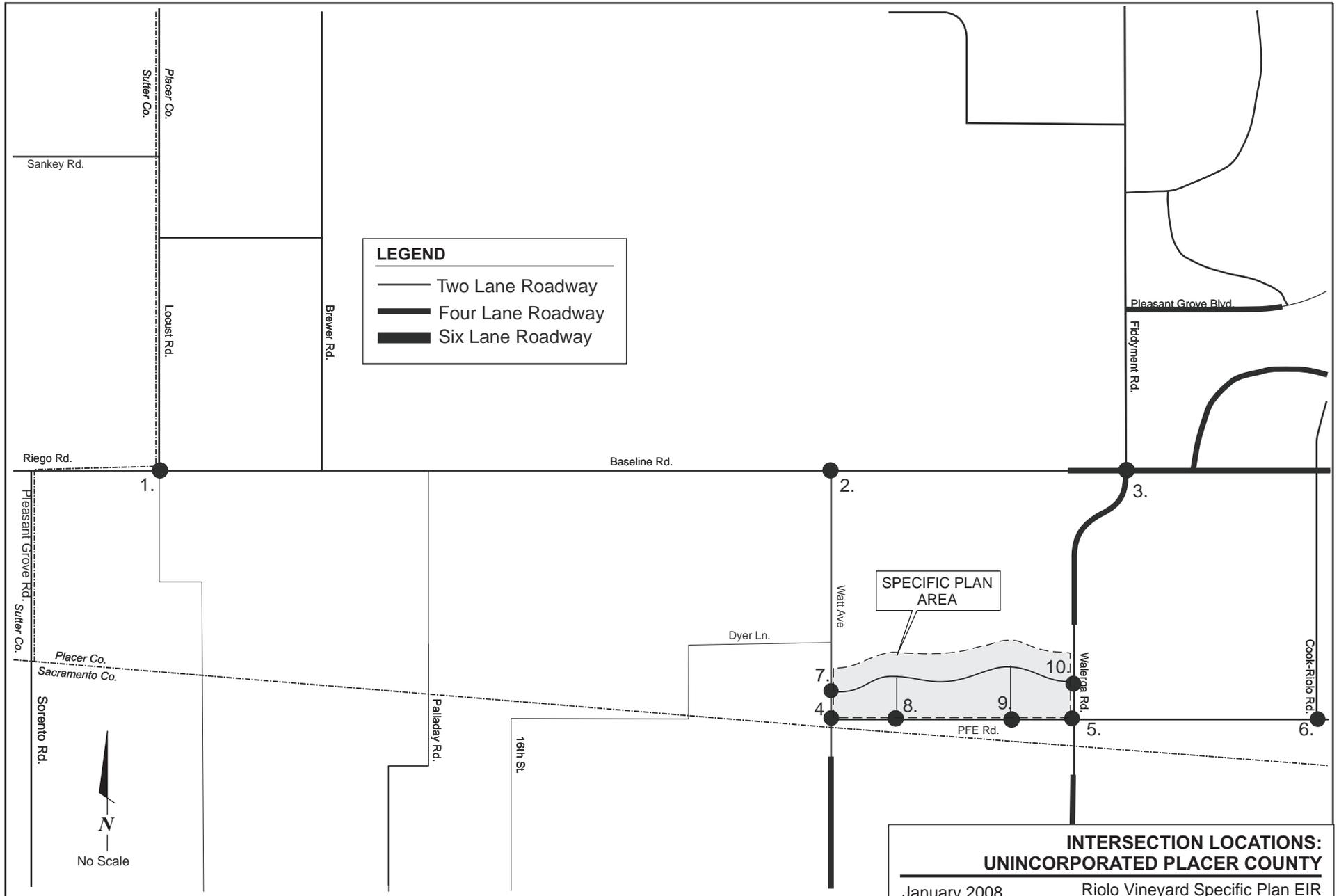
**Note:**

<sup>1</sup> Capacity assumes one-half minimum spacing between access points, grade separations at high volume intersections, and signalization at low volume intersections. Used for portions of Baseline Road west of Watt Avenue under certain analysis scenarios.

Source: Placer County, 1994 (except expressway).



Source:  
DKS Associates, 2007



Source:  
DKS Associates, 2007

**Table 9-2**  
**Level of Service Definitions – Signalized Intersections**

LOS	V/C	Description
A	0.00-0.60	<b>Free Flow/Insignificant Delays:</b> No approach phase is fully used by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	<b>Stable Operation/Minimal Delays:</b> An occasional approach phase is fully used. Many drivers begin to feel somewhat restricted.
C	0.71-0.80	<b>Stable Operation/Acceptable Delays:</b> Major approach phases fully used. Most drivers feel somewhat restricted.
D	0.81-0.90	<b>Approaching Unstable/Tolerable Delays:</b> Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	<b>Unstable Operation/Significant Delays:</b> Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	>1.00	<b>Forced Flow/Excessive Delays:</b> Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Transportation Research Board, 1981

Note: V/C = volume to capacity

**Table 9-3**  
**Level of Service Criteria – Signalized Intersections (State Highways)**

Level of Service (LOS)	Control Delay Per Vehicle (seconds)	Description
A	≤ 10.0	Very low control delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Transportation Research Board, 2000.

Note: V/C = volume to capacity

**Table 9-4  
Level of Service Definitions – Unsignalized Intersections**

Level of Service (LOS)	Average Delay per Vehicle (sec/vehicle)
A	0 to 5.0
B	5.1 to 10.0
C	10.1 to 20.0
D	20.1 to 30.0
E	30.1 to 45.0
F	> 45.0

Source: Transportation Research Board, 1994.

**Table 9-5  
Existing Roadway Segment Levels of Service – Unincorporated Placer County**

Roadway	Segment	No. of Lanes	ADT	LOS
Watt Avenue	South of Baseline Road	2	7,100	A
Watt Avenue	North of PFE Road	2	7,100	A
Walerga Road	South of Baseline Road	2	14,900	D
Walerga Road	North of PFE Road	2	14,900	D
Walerga Road	South of PFE Road	2	17,000	E
Baseline Road	West of Locust Road	2	10,100	A
Baseline Road	West of Watt Avenue	2	10,400	A
Baseline Road	West of Walerga Road	2	12,600	C
PFE Road	East of Watt Avenue	2	4,700	A
PFE Road	East of Walerga Road	2	7,200	A

Note: ADT = average daily traffic

**Table 9-6  
Existing A.M. Peak Hour Levels of Service at  
Study Intersections in Unincorporated Placer County**

Intersection		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersections (V/C Ratio)	Unsignalized Intersections (Delay) <sup>1</sup>
1. Locust Road	Baseline Road	E		43.0
2. Watt Avenue	Baseline Road	B	0.65	
3. Walerga Road <sup>2</sup>	Baseline Road	E (F) <sup>3</sup>	0.94 (>1.00) <sup>3</sup>	
4. Watt Avenue	PFE Road	B		14.8
5. Walerga Road	PFE Road	F	1.01	
6. Cook-Riolo Road	PFE Road	B		11.6

**Notes:**

V/C = volume to capacity

<sup>1</sup> Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impact a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road/Fiddymont Road and Baseline Road.

<sup>3</sup> Observed long queues indicate intersection operates at LOS F.

Intersection numbers refer to Figure 9-4.

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Source:  
DKS Associates, 2007

**EXISTING A.M. PEAK HOUR INTERSECTION  
VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California

**URS**

**FIGURE 9-4A**

<p>N/S Stop Sign LOS: E E/W Stop Sign DEL: 46.8</p>	<p>N/S Permitted LOS: E E/W Protected V/C: 0.94</p>	<p>N/S Protected LOS: D E/W Protected V/C: 0.87</p>	<p>N/S Stop Sign LOS: C E/W Stop Sign DEL: 16.3</p>	<p>N/S Protected LOS: F E/W Protected V/C: 1.04</p>
<b>1</b> Locust Ave & Baseline Rd Placer County	<b>2</b> Watt Ave & Baseline Rd Placer County	<b>3</b> Fiddymt Rd & Baseline Rd Placer County	<b>4</b> Watt Ave & PFE Rd Placer County	<b>5</b> Walerga Rd & PFE Rd Placer County
<p>N/S Stop Sign LOS: B E/W Stop Sign DEL: 10.2</p>	<p>N/S Split Phase LOS: A E/W Protected V/C: 0.48</p>	<p>N/S Protected LOS: B E/W Protected V/C: 0.64</p>	<p>N/S Protected LOS: D E/W Protected V/C: 0.81</p>	<p>N/S Protected LOS: A E/W Protected V/C: 0.60</p>
<b>6</b> Cook Riolo & PFE Rd Placer County	<b>11</b> Junction Blvd & Baseline Rd City of Roseville	<b>12</b> Woodcreek Blvd & Baseline Rd City of Roseville	<b>13</b> Foothills Blvd & Baseline Rd City of Roseville	<b>14</b> Watt Ave & Elverta Rd Sacramento County
<p>N/S Protected LOS: D E/W Protected V/C: 0.83</p>	<p>N/S Protected LOS: B E/W Protected V/C: 0.70</p>	<p>N/S Protected LOS: D E/W Protected V/C: 0.89</p>	<p>N/S Protected LOS: B E/W Permitted DEL: 15.4</p>	<p>N/S Protected LOS: A E/W Permitted Del: 7.3</p>
<b>15</b> Walerga Rd & Elverta Rd Sacramento County	<b>16</b> Watt Ave & Elkhorn Sacramento County	<b>17</b> Walerga Rd & Elkhorn Sacramento County	<b>18</b> El Centro & Riego Rd State Highway	<b>19</b> El Centro Blvd & Elverta Rd State Highway
<p>N/S Permitted LOS: C E/W Protected DEL: 20.9</p>	<p>N/S Protected LOS: C E/W Protected DEL: 30.3</p>	<p>N/S Permitted LOS: C E/W Permitted DEL: 21.7</p>	<p>N/S Permitted LOS: B E/W Permitted DEL: 13.6</p>	
<b>20</b> SB SR65 & Pleasant Grove State Highway	<b>21</b> NB SR65 & Pleasant Grove State Highway	<b>22</b> Riverside & WB I-80 State Highway	<b>23</b> Watt Ave & I-80 WB State Highway	

**EXISTING P.M. PEAK HOUR INTERSECTION  
VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-4B**

Source:  
DKS Associates, 2007

**Table 9-7  
Existing P.M. Peak Hour Levels of Service at  
Study Intersections in Unincorporated Placer County**

Intersection		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersections (V/C Ratio)	Unsignalized Intersections (Delay) <sup>1</sup>
1. Locust Road	Baseline Road	E		46.8
2. Watt Avenue	Baseline Road	E	0.94	
3. Walerga Road <sup>2</sup>	Baseline Road	D (F) <sup>3</sup>	0.87 (>1.00) <sup>3</sup>	
4. Watt Avenue	PFE Road	C		16.3
5. Walerga Road	PFE Road	F	1.04	
6. Cook-Riolo Road	PFE Road	B		10.2

**Notes:**

V/C = volume to capacity

<sup>1</sup> Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impact a limited number of vehicles.<sup>2</sup> Intersection 3 is Walerga Road/Fiddymont Road and Baseline Road.<sup>3</sup> Observed long queues indicate intersection operates at LOS F.

Intersection numbers refer to Figure 9-4.

Existing volumes on Roseville roadways are shown on Figure 9-2. The transportation analysis study area also covers the southwestern portion of Roseville. However, under cumulative conditions, an analysis of all signalized intersections in Roseville using the City's Capital Improvement Program (CIP) analysis methodology was conducted at the City's request. The transportation analysis study area also covers a portion of Sacramento County south of the specific plan area. Levels of Service in these portions of the transportation analysis study area were calculated using the methodologies and policies of those jurisdictions as outlined below.

The *City of Roseville General Plan* states that it should strive to maintain LOS C on its roadway system. The City's LOS policy allows the City Council to take an action to accept degradation in the LOS of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS C or better.

Roseville uses a modified version of the Transportation Research Board's Circular 212 (critical movement) method that was adopted as part of Roseville's CIP to evaluate its intersections. This modified method assumes intersection capacities that are approximately 7 percent higher than the Transportation Research Board Circular 212 method used by Placer County. Table 9-8 summarizes existing peak hour intersection conditions for transportation analysis study intersections in Roseville (see Figure 9-5 for intersection locations). The existing traffic volumes and lane geometry at each intersection in Table 9-8 are provided on Figure 9-4.

**Table 9-8  
Existing P.M. Peak Hour Levels of Service at Study Intersections – City of Roseville**

Intersection		Existing Conditions	
		Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway		
11. Junction Boulevard	Baseline Road	A	0.48
12. Woodcreek Oaks	Baseline Road	B	0.64
13. Foothills Boulevard	Baseline Road	C <sup>1</sup>	0.81

**Note:** Intersection numbers refer to Figure 9-5.

<sup>1</sup> Roseville uses 0.815 as the cutoff between LOS C and LOS D.

The portion of Sacramento County north of Elkhorn Boulevard was included in the transportation analysis study area. Sacramento County uses an LOS E standard for urban areas and an LOS D standard for rural areas. All of the roadways in the transportation analysis study area are located in an urban area. Like Placer County, Sacramento County uses a daily segment-based analysis to evaluate its roadways. Sacramento County’s criteria for the segment-based analysis are the same as those used by Placer County. Figure 9-2 shows the existing daily traffic volumes on Sacramento County roadways within the transportation analysis study area. Table 9-9 presents the daily segment-based analysis for existing conditions on these roadways.

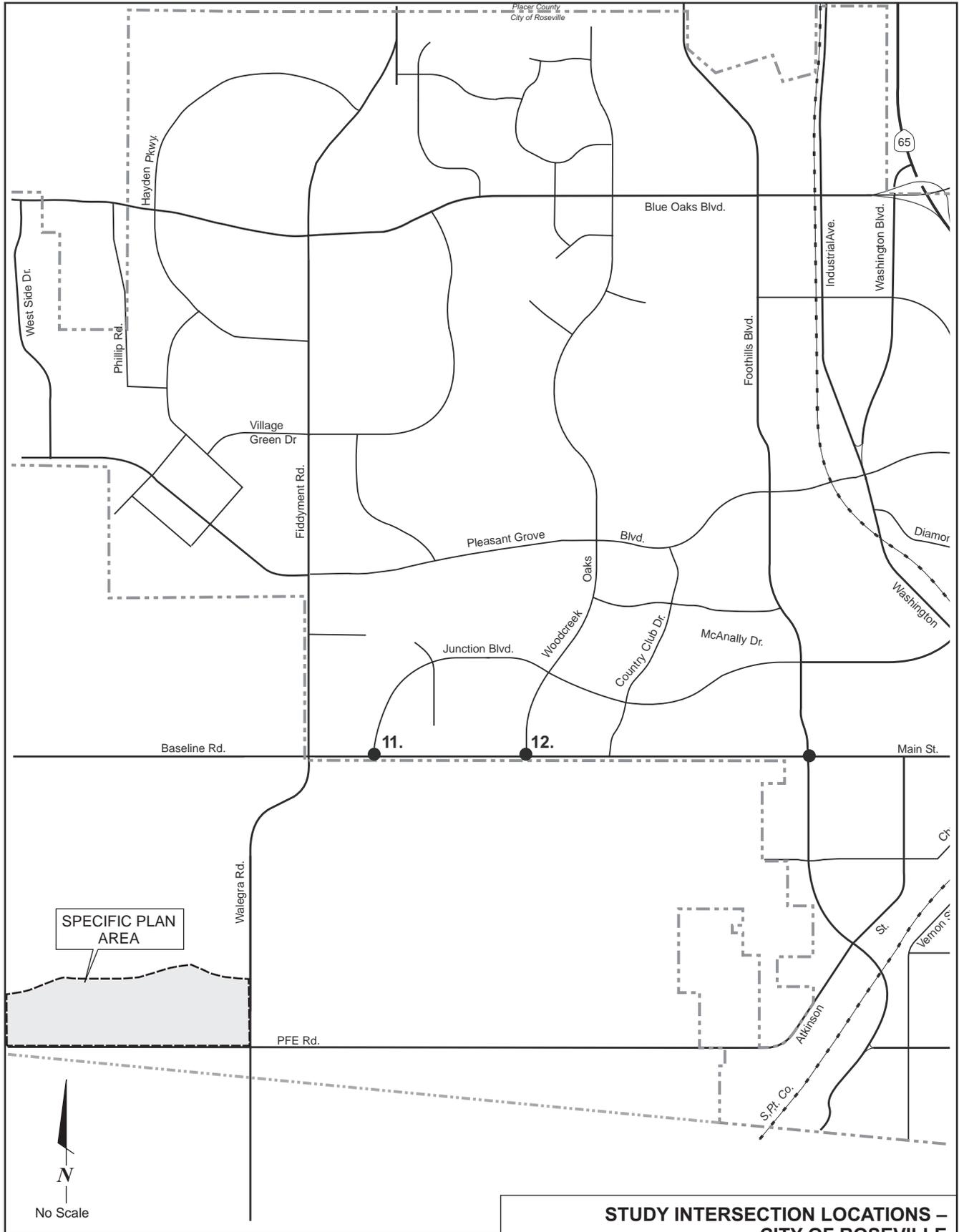
**Table 9-9  
Existing Roadway Segment Levels of Service – Sacramento County**

Roadway	Segment	No. of Lanes	ADT	LOS
Elverta Road	East of SR 70/99	2	5,000	A
Elverta Road	East of Rio Linda Boulevard	2	8,000	A
Elverta Road	East of 16th Street	2	10,400	A
Elverta Road	West of Watt Avenue	2	19,000	F
Watt Avenue	North of Elverta Road	4 <sup>1</sup>	19,400	A
Watt Avenue	North of Antelope Road	4	28,900	D
Watt Avenue	North of Elkhorn Boulevard	4	37,900	F
Walerga Road	North of Elverta Road	4	24,700	B
Walerga Road	North of Antelope Road	4	40,300	F
Walerga Road	North of Elkhorn Boulevard	4	31,100	D

**Note:** ADT = average daily traffic

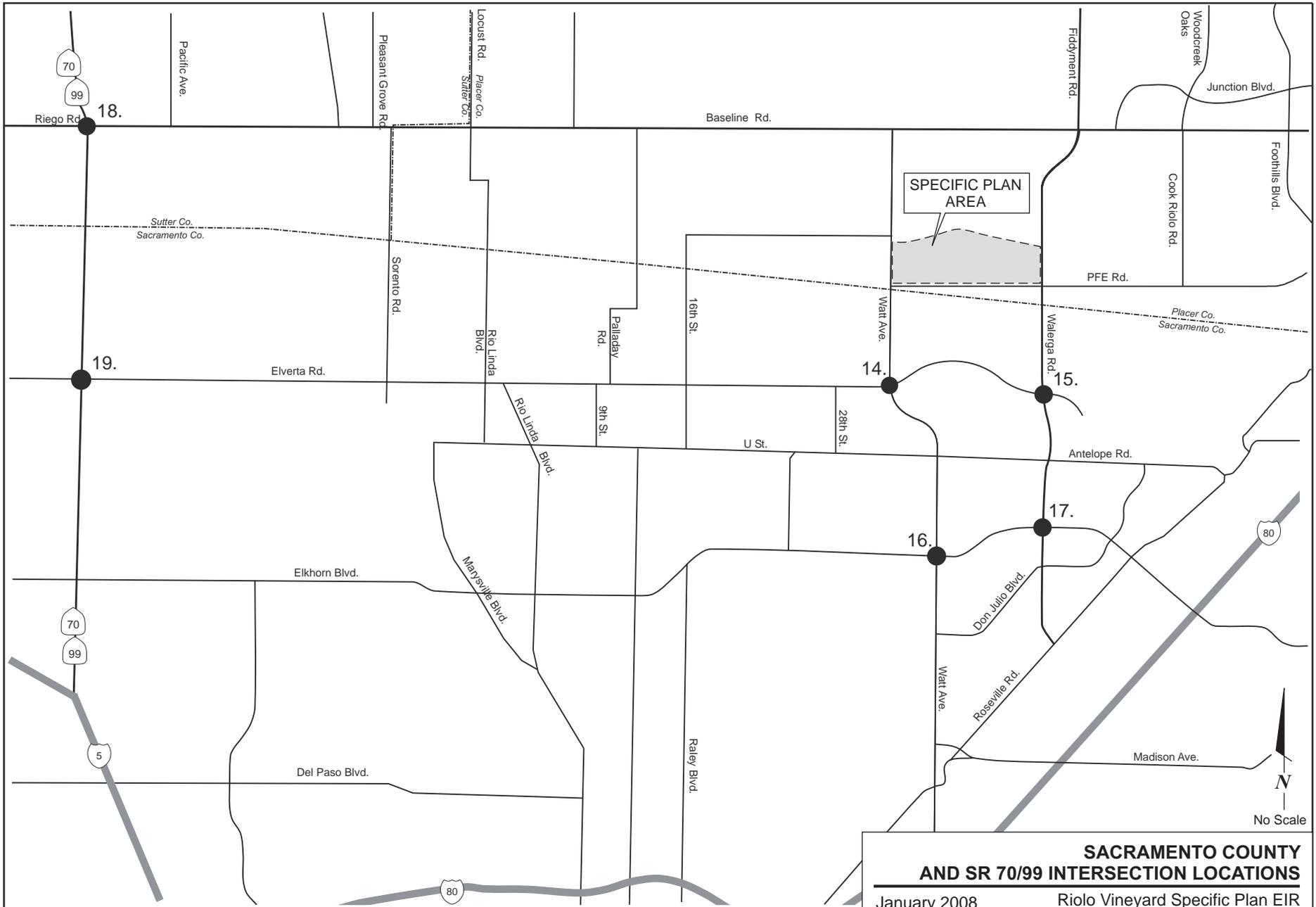
<sup>1</sup> Watt Avenue has two lanes from Placer County line to Black Eagle Road, four lanes from Silver Fern Drive to just north of Elverta Road, and six lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.

Sacramento County uses a modified version of the Circular 212 (critical movement) method to evaluate its signalized intersections. This modified method assumes intersection capacities that are about 10 percent higher than the Circular 212 method that is used by Placer County. Tables 9-10 and 9-11 summarizes existing peak hour intersection conditions for transportation analysis study intersections in Sacramento County (see Figure 9-6 for intersection locations). The existing traffic volumes and lane geometry at each intersection in Tables 9-10 and 9-11 are provided on Figure 9-4.



Source:  
DKS Associates, 2007

<b>STUDY INTERSECTION LOCATIONS – CITY OF ROSEVILLE</b>	
January 2008 28066896	Riolo Vineyard Specific Plan EIR Placer County, California
<b>URS</b>	<b>FIGURE 9-5</b>



Source:  
DKS Associates, 2007

**SACRAMENTO COUNTY  
AND SR 70/99 INTERSECTION LOCATIONS**

January 2008 Riolo Vineyard Specific Plan EIR  
28066896 Placer County, California

URS

FIGURE 9-6



**Table 9-10**  
**Existing A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County**

Intersection		P.M. Peak Hour	
		Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway		
14. Watt Avenue	Elverta Road	A	0.58
15. Walerga Road	Elverta Road	D	0.86
16. Watt Avenue	Elkhorn Boulevard	C	0.77
17. Walerga Road	Elkhorn Boulevard	C	0.73

**Note:** Intersection numbers refer to Figure 9-6

**Table 9-11**  
**Existing P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County**

Intersection		P.M. Peak Hour	
		Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway		
14. Watt Avenue	Elverta Road	A	0.60
15. Walerga Road	Elverta Road	D	0.83
16. Watt Avenue	Elkhorn Boulevard	B	0.70
17. Walerga Road	Elkhorn Boulevard	C	0.89

**Note:** Intersection numbers refer to Figure 9-6

Traffic forecasts indicate that the roadways in Sutter County that would experience significant changes in traffic volumes due to assumed development of the proposed Sutter Pointe specific plan area are Riego Road and SR 70/99. Thus, these roadways are included in the transportation analysis study area. Sutter County has set a standard of LOS D for its roadway system in the *Sutter County General Plan 2015*. Figure 9-2 shows the existing daily traffic volumes on Riego Road in Sutter County. Table 9-12 contains the daily segment-based analysis for existing conditions on Riego Road using the same criteria as Placer and Sacramento counties.

**Table 9-12**  
**Existing Roadway Segment Level of Service – Sutter County**

Roadway	Segment	No. of Lanes	ADT	LOS
Riego Road	West of Pleasant Grove Road	2	9,900	A

**Note:** ADT = average daily traffic

Two types of LOS analyses were conducted on the California Department of Transportation (Caltrans) facilities in the transportation analysis study area: peak hour intersection analysis and daily segment-based LOS analysis. Tables 9-1 and 9-3 summarize the LOS criteria used for these analyses.

Figure 9-2 shows the existing daily traffic volumes on Caltrans roadways in the transportation analysis study area. SR 70/99 north of Elverta Road was evaluated using the criteria for “expressway,” while the criterion for “freeways” was used for SR 70/99 south of Elverta Road. Table 9-13 contains the daily segment-based analysis for existing conditions for state highways.

**Table 9-13  
Existing Freeway Segment Levels of Service – State Highways**

Roadway	Segment	Existing Conditions		
		Lanes	ADT <sup>1</sup>	LOS
SR 70/99 <sup>2</sup>	South of Riego Road	4	38,500	D
SR 70/99	South of Elverta Road	4	43,500	C
SR 70/99	South of Elkhorn Road	4	53,000	C
SR 65	North of Blue Oaks	4	65,000	D
SR 65	North of Pleasant Grove	4	86,000	F
SR 65	South of Pleasant Grove	4	86,000	F
SR 65	South of Galleria Boulevard	4	88,000	F
I-80	West of Watt Avenue	10	146,000	D
I-80	East of Watt Avenue	12	240,000	F
I-80	West of Elkhorn Boulevard	11	207,000	F
I-80	East of Elkhorn Boulevard	10	184,000	F
I-80	West of Riverside Avenue	10	175,200	E
I-80	East of Riverside Avenue	6	159,000	F
I-80	West of Eureka Road	6	154,000	F
I-80	East of Eureka Road	6	160,000	F

**Notes:**

<sup>1</sup> ADT = average daily traffic, excluding HOV traffic

<sup>2</sup> Evaluated as expressway, not as a freeway

Caltrans uses the Transportation Research Board’s *Highway Capacity Manual* method to evaluate LOS at its signalized intersections. This method calculates LOS based on the average intersection delay. Tables 9-14 and 9-15 summarizes existing peak hour conditions for key study intersections on state highways (see Figure 9-6 for intersection locations). The existing traffic volumes and lane geometry at each intersection in Tables 9-14 and 9-15 are provided on Figure 9-4.

**Table 9-14  
Existing A.M. Peak Hour Levels of Service at Study Intersections – State Highways**

Intersection		Existing Conditions	
		Level of Service	Signalized Intersection LOS (Delay)
Freeway	Roadway		
18. SR 70/99	Riego Road	F	80.3
19. SR 70/99	Elverta Road	E	55.0
20. SB SR 65	Pleasant Grove Road	C	23.6
21. NB SR 65	Pleasant Grove Road	B	18.4
22. Riverside Avenue	I-80 WB	B	15.0
23. Watt Avenue	I-80 WB	B	16.0

**Table 9-15  
Existing P.M. Peak Hour Levels of Service at Study Intersections – State Highways**

Intersection		Existing Conditions	
		Level of Service	Signalized Intersection LOS (Delay)
Freeway	Roadway		
18. SR 70/99	Riego Road	B	15.6
19. SR 70/99	Elverta Road	A	7.3
20. SB SR 65	Pleasant Grove Road	C	21.0
21. NB SR 65	Pleasant Grove Road	C	30.3
22. Riverside Avenue	I-80 WB	C	21.6
23. Watt Avenue	I-80 WB	B	13.6

**9.1.4 Existing Transit Service**

A variety of transit services are currently provided in Placer County. The RVSP area is not currently served by transit because there is very little population, employment, or retail activity in the area. The closest transit services to the proposed specific plan area are Roseville Transit and Sacramento Regional Transit. The closest RT bus routes to the specific plan area are Routes 19, 84, and 101, which do not serve areas north of Watt Avenue and Black Saddle Drive (just north of Elverta Road, about a mile south of the Plan Area). Placer County is the responsible public transit provider for this area. Placer Commuter Express and Roseville Commuter Bus serve commuters traveling into Sacramento. These passengers board primarily at park-n-ride lots in the I-80 corridor. Placer County Transit (PCT) also organizes a commuter vanpool program that works well for commuters in outlying rural and suburban areas.

The current 5-year transit plan does not consider service to this area. Placer County Transportation Planning Agency is currently conducting a long range transit plan that will include plans to serve this area with transit.

In the past, transit services were designed primary for the elderly and disabled population. The trend in ridership is toward more general public passengers. According to a 2003 On Board Survey conducted by Placer County Transportation Planning Agency, 25 percent of local transit ridership is over the age of 60, 25 percent of transit passengers have identified themselves as disabled, and 67 percent of the passengers did not have a car available for their trips. On PCT, 8 percent of the passengers were over the age of 60 and 58 percent did not have a car available for their trips. Another trend is for relatively high student ridership; 32 percent of PCT passengers identified themselves as students.

**9.1.5 Existing Bicycle Facilities**

Bicycle facilities in Placer County are classified as follows:

- **Class I:** Off-street bicycle trails or paths that are physically separated from streets or roads used by motorized vehicles.
- **Class II:** On-street bicycle lanes with signs, striped lane markings, and pavement legends.
- **Class III:** On-street bicycle routes marked by signs and shared with motor vehicles and pedestrians. Optional 6-inch-wide edge lines painted on the pavement.

There is a very limited bikeway system in the vicinity of the specific plan area. There is a Class I bicycle lane along Dry Creek between Walerga Road and Cook-Riolo Road. There are also Class II bicycle lanes on Baseline Road east of Fiddymont Road, on Fiddymont Road between Baseline Road and Blue Oaks Boulevard, and on other arterial roadways in Roseville.

Placer County adopted a *Bikeway Master Plan* in 1988, which covered much of Placer County.

## 9.2 REGULATORY SETTING

### 9.2.1 Federal and State

No federal or state regulations related to transportation and circulation apply to the proposed project in the study area.

### 9.2.2 Local

A number of County policies and standards apply to the evaluation of transportation impacts of the proposed project. These standards cover the primary aspects of the transportation system (operations and design) and should be adhered to by the Specific Plan. These policies and standards include:

#### Placer County General Plan

Placer County's General Plan contains policies governing development within Placer County. The proposed project's consistency with applicable General Plan policies is evaluated in Appendix D. General Plan policies and goals relating to transportation and circulation that are applicable to the proposed project include the following:

#### Streets and Highways

- Goal 3.A To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.
- Policy 3.A.1 The County shall plan, design, and regulate roadways in accordance with the functional classification system described in Part I of this Policy Document and reflected in the Circulation Plan Diagram.
- Policy 3.A.2 Streets and roads shall be dedicated, widened, and constructed according to the roadway design and access standards generally defined in Section I of this Policy Document and, more specifically, in community plans and the County's Highway Deficiencies Report. Exceptions to these standards may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved by such exceptions.
- Policy 3.A.3 The County shall require that roadway rights-of way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes (beyond 2010), as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations. Minimum right-of-way criteria for each class of roadway in the County are specified in Part 1 of this Policy Document.
- Policy 3.A.4 On arterial roadways and thoroughfares, intersection spacing should be maximized. Driveway encroachments along collector and arterial roadways shall be minimized. Access control restrictions for each class of roadway in the County are specified in Part 1 of this Policy Document.

Policy 3.A.5 Through-traffic shall be accommodated in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including through truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life.

Policy 3.A.6 The County shall require all new development to provide off-street parking, either on-site or in consolidated lots or structures.

Policy 3.A.7 The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS).

- LOS “C” on rural roadways, except within one-half mile of state highways where the standard shall be LOS “D.”
- LOS “C” on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS “D.”

The County may allow exceptions to these levels of service standards where it finds that the improvements or other measures required to achieve the Los standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection of roadway segment would operate at conditions worse than the standard.
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvement and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the County may base finding to allow an exceedance of the standards.

Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

Policy 3.A.8 The County's level of service standards for the State highway system shall be no worse than those adopted in the Placer County Congestion Management Program (CMP).

- Policy 3.A.9 The County shall work with neighboring jurisdictions to provide acceptable and compatible levels of service and joint funding on the roadways that may occur on the circulation network in the Cities and the unincorporated area.
- Policy 3.A.10 The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.
- Policy 3.A.11 The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Much of this network will be funded and/or constructed by new development.
- Policy 3.A.12 The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.
- Policy 3.A.13 The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
- Policy 3.A.14 The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made.

### **Transit**

- Goal 3.B To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Placer County.
- Policy 3.B.1 The County shall work with transit providers to plan and implement additional transit services within and to the County that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.
- Policy 3.B.2 The County shall promote the provision of high quality transit service in the transit corridors designated on Figure I-7 in Part I of this Policy Document.
- Policy 3.B.3 The County shall consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles.

### **Transportation Systems Management**

- Goal 3.C To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the County's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles; and 4) increase the energy-efficiency of the transportation system.
- Policy 3.C.1 The County shall promote the use of transportation systems management (TSM) programs that divert automobile commute trips to transit, walking, and bicycling.

### **Non-Motorized Transportation**

- Goal 3.D To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.
- Policy 3.D.1 The County shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the County's major employment and housing areas and between its existing and planned bikeways.
- Policy 3.D.2 The County shall work with neighboring jurisdictions to coordinate planning and development of the County's bikeways and multi-purpose trails with those of neighboring jurisdictions.
- Policy 3.D.5 The County shall continue to require developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate.
- Policy 3.D.7 The County shall, where appropriate, require new development to provide sheltered public transit stops, with turnouts.

### **Goods Movement**

- Goal 3.E To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.
- Policy 3.E.3 The County shall plan for and maintain a roadway system that provides for efficient and safe movement of goods within Placer County.

### **General Public Facilities and Services**

- Policy 4.A.1 Where new development requires the construction of new public facilities, the new development shall fund its fair share of the construction. The County shall require dedication of land within newly developing areas for public facilities, where necessary.
- Policy 4.A.2 The County shall ensure through the development review process that adequate public facilities and services are available to serve new development. The County shall not approve new development where existing facilities are inadequate unless the following conditions are met:
- a. The Applicant can demonstrate that all necessary public facilities will be installed or adequately financed (through fees or other means); and
  - b. The facilities improvements are consistent with applicable facility plans approved by the County or with agency plans where the County is participant.

### **Dry Creek/West Placer Community Plan**

The proposed project's consistency with applicable Community Plan policies is evaluated in Appendix D. Community Plan policies and goals relating to transportation and circulation that are applicable to the proposed project include the following:

**Community Development: Population and Housing**

- Goal Provide sound and adequate housing to all residents at desirable locations including consideration of transportation facilities, school facilities and proximity to major employment centers.
- Policy 1 Encourage residential development in areas which provide an adequate and accessible transportation network and which reduce commuting distances to areas of employment.
- Policy 2 Discourage proposals which are not part of a cohesive transportation network and which do not make possible a diversity of transportation systems.

**Community Development: Community Design**

- Policy 16 Require the dedication of sufficient road right-of-way as outlined in the Circulation Element and as needed to provide all roadside amenities required herein.
- Policy 17 Require the construction of bicycle, pedestrian, and equestrian trails as provided in this Plan and use the policies of the Placer County Bikeways Master Plan in determining routes and trail type for areas not depicted on the Plan Trails map but still required to satisfy the policies of this Plan.

**Transportation/Circulation: Circulation**

- Goal Existing residential routes in the Community Plan Areas shall be preserved and enhanced as safe, scenic routes.
- Goal 2 Transportation facilities shall allow safe and reasonably convenient travel throughout the plan area.
- Goal 3 The development of arterial roadways shall be avoided if they would destroy the local character of the plan area. However, it is expressly recognized that the capital improvement program (CIP) included in this Community Plan is not in conflict with this goal.
- Goal 4 “Through” traffic which must pass through this Community Plan Area shall be accommodated in a manner which will not encourage the use of neighborhood roadways. “Through” traffic shall be directed to appropriate routes (such as Walerga Road, Fiddymont Road, Baseline Road, etc.) in order to maintain public safety and a rural quality within the Community Plan Area.
- Goal 5 The road network within the Community Plan Area shall be coordinated with road networks of adjacent jurisdictions.
- Goal 6 The CIP shall be sufficient to ensure a minimum level of service (LOS) C on the Community Plan Area’s road network – given the projected buildout of the Community Plan Area and implementation of the CIP.
- Goal 7 Sufficient funding shall be available to fund projects in the CIP.
- Goal 9 Public and private transit use shall be encouraged. Public transportation opportunities shall be expanded when feasibility can be demonstrated.

- Goal 11 Road and trail maintenance shall be adequate to ensure safety, economy, and efficiency.
- Policy 1 The design of any new road or major change within the Community Plan Area shall assure that the scenic and rural qualities of the area will be maintained. Such design shall minimize impacts upon agricultural lands, natural resources, and historic sites.
- Policy 4 The road network for the Community Plan shall be planned in a manner which reduces future traffic volumes on both PFE Road and Cook-Riolo Road past the historic Dry Creek School site.
- Policy 5 The road network for the Community Plan Area shall be planned in a manner which avoids significant increases in anticipated traffic on the road networks in Sacramento County and the City of Roseville.
- Policy 6 The rights-of-way for roads shall be wide enough to accommodate roadways, trails, bikeways, drainage, public utilities, landscaping/vegetation, and suitable separation between facilities. Minimum right-of-way width for Walerga Road shall be 144 feet. Minimum right-of-way width shall be 120 feet for PFE Road, Baseline Road, Cook-Riolo Road, Don Julio Boulevard., and Watt Avenue. Other roads shall have a 60-foot minimum right-of-way width.
- Policy 7 Street lighting, traffic signals, and signage shall be kept to a minimum.
- Policy 8 Off-street vehicular parking shall be provided for all new development.
- Policy 9 The LOS on roadways and intersections identified in the CIP shall be at Level C or better. The first priority for available funding shall be the correction of potential hazards. Land development projects shall be approved only if LOS C can be sustained on the CIP roads and intersections after:
- a. Traffic from approved projects has been added to the system.
  - b. Improvements funded by this program have been constructed.
- Policy 10 The CIP shall be constructed in response to build out of the Community Plan Area. Traffic mitigation fees to fund the CIP shall be required as conditions of approval for all land development projects within the Community Plan Area.
- Policy 11 On-site and “frontage” improvements of projects which comprise the CIP shall be required as conditions of approval for all land development projects. Priority and scheduling of projects from the CIP shall be determined by the Placer County Board of Supervisors.
- Policy 12 Traffic mitigation fee programs shall be based on potential traffic generation from proposed projects. Such traffic generation shall be estimated by using a standard reference source such as the Institute of Transportation Engineers. Fees shall be collected when building permits are issued.
- Policy 13 Community Plan Area roadways shall be designed and maintained to encourage safe, alternative forms of transportation that contribute to a rural atmosphere (such as walking, biking, horseback riding, etc.). Roadways which provide access to the linear “parkway” along Dry Creek and residential areas shall be designed to discourage through traffic.

Alignment, width, signage, etc., shall all be appropriate for a minor residential street rather than a major arterial.

- Policy 14 As development of the Community Plan Area occurs, public dedication of rights-of-way shall be required for the roads, trails, and bikeways identified in this Community Plan. Construction of such roads, trails, and bikeways shall be required as conditions of approval placed on land development project approvals.
- Policy 16 Bus stop turnouts and shelters shall be required at appropriate locations as conditions of approval for land development. The review of such facilities shall be coordinated with the appropriate school district(s) to assure proper locations for student pick-up and drop-off “park and ride” shelters and parking areas shall be required at appropriate locations as conditions approval.
- Policy 18 Land development projects shall be designed to minimize the number of access points onto major roadways.
- Policy 19 Adequate safety precautions shall be provided at major intersections. Such precautions may include crossing guards, signalization, and other measures to improve the safety for pedestrians and reduce the risk of accidents.

### **Placer County and Dry Creek/West Placer Community Plan Level of Service Standards**

Under the *Placer County General Plan*, the County has established a standard of LOS C or better for its roadway system, or as otherwise specified in a community plan or specific plan. The *Dry Creek/West Placer Community Plan* also sets a LOS C standard. Consequently, LOS A, B, and C are considered acceptable, while D, E, and F are unacceptable. Within ½ mile of a state highway, LOS D is considered acceptable under the General Plan.

### **Placer County Improvement Standards**

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

### **Placer County Capital Improvement Program**

The CIP identifies roadway improvements that are needed to meet the County’s LOS standards. This program should be updated at a minimum of every five years, or with the approval of a significant new level of development.

### **Placer County Bikeway Master Plan**

The *Placer County General Plan* calls for the development of a comprehensive bikeway system that would provide connections between the major urban areas of the county, with linkages to bikeway systems in other jurisdictions. The County adopted the *Placer County Regional Bikeway Plan* in 2002 to provide guidelines for the development of a countywide network of bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities.

## Placer County Truck Routes

Placer County has not developed a system of truck routes for the unincorporated area. However, trucks are prohibited from using specific bridges and roadways.

### 9.3 IMPACTS

This section identifies and discusses the transportation-related environmental impacts resulting from the proposed Specific Plan, and suggests mitigation measures to reduce the level of significance of impacts. The discussion begins by describing the thresholds for determining when an impact is considered significant (standards of significance). This is followed by a description of the analysis methodology, the presentation of specific impacts. A detailed discussion of mitigation measures is included in Section 9.4.

#### 9.3.1 Standards of Significance

In accordance with Appendix G of the CEQA Guidelines, Placer County has determined that a project will normally have a significant effect on the environment if it would cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system. For this analysis, LOS will be used as the basis for determining significant impacts.

Potential significant impacts associated with traffic have been evaluated using the following specific criteria:

- In unincorporated Placer County, the Specific Plan would cause roadway or intersection operations to deteriorate to levels below LOS C standard, or LOS D within ½ mile of state highways. If a roadway or intersection already operates below LOS C (or LOS D within ½ mile of state highways), the Specific Plan would cause an increase in the volume to capacity [V/C] ratio of one percent or greater.
- In Roseville, the Specific Plan would cause a signalized intersection previously identified in Roseville's CIP as functioning at LOS C or better (V/C ratio of 0.81 or better) to deteriorate to LOS D or worse (V/C ratio of 0.815 or worse). At a signalized intersection previously identified in Roseville's CIP as functioning at LOS D or E conditions, an impact is considered significant if the Specific Plan causes operations to deteriorate to the next lowest LOS level. This criterion requires an analysis based on the City of Roseville's buildout development forecasts.
- In Roseville, the Specific Plan would cause the number of signalized intersections operating at LOS C or better conditions to reduce to less than 70 percent of the total number of signalized intersections in the city. This criterion requires an analysis based on the City of Roseville's buildout development forecasts.
- In Sacramento County, the Specific Plan causes an intersection to change from LOS E or better to LOS F. For facilities that are or will be (Cumulative condition) operating at unacceptable LOS without the project, an impact is considered significant if the Specific Plan:
  - Increases the average delay at unsignalized intersections by more than 5 seconds, or
  - Increases the V/C ratio by 0.05 or more on a roadway or at a signalized intersection.
- On a state highway, the Specific Plan would (1) increase congestion to the extent that operations would deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR) or (2) contribute traffic to a highway segment that would operate at conditions worse than the TCR LOS standard. The TCR for SR 70/99 indicates that this state highway has a LOS E standard.

- Planned transit services do not meet the additional transit demand generated by the Specific Plan, which includes helping the County meet its LOS standard, transportation systems management standards, and air quality goals.
- Planned bicycle facilities do not provide adequate capacity for the additional bicycle trips generated by the Specific Plan, and the policies and guidelines of the *Bikeway Master Plan*.

### 9.3.2 Methodology

#### Overview

Transportation system needs and impacts are based on the Placer County Travel Demand Model, which was originally developed by DKS Associates in 1993 and has since been updated and revalidated to 2004 conditions. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multifamily dwelling units, and the amount of square footage of various categories of non-residential uses) and a detailed description of the roadway system. The model covers the portions of Placer County west of Colfax, as well as the entire Sacramento region, including Sacramento, Yolo, and southern Sutter counties. For areas outside Placer County, the model uses the trip generation estimates from the regional model used by the Sacramento Area Council of Governments (SACOG). The Placer County model also maintains a general consistency with the trip distribution and mode choice estimates from SACOG’s regional model for the entire region.

To evaluate Specific Plan impacts, two types of roadway LOS analyses were conducted in the transportation analysis study area. A roadway segment analysis based on average daily traffic volumes and capacities was conducted following the same methodology used in the Placer County General Plan EIR. In addition, an intersection LOS analysis was performed for p.m. peak hour traffic conditions. The p.m. peak hour was studied because it is the period of the day with the highest traffic volumes. This analysis addressed the major intersections in the vicinity of the specific plan area, as shown on Figure 9-3, 9-5, and 9-6.

#### Specific Plan Trip Generation

Table 9-16 summarizes the trip generation of the Specific Plan. The trip generation rates used in this analysis reflect those contained in the Placer County Travel Demand Model. These trip rates were validated by applying them in the Travel Demand Model using 2004 land use data from throughout Placer County and comparing the model’s resulting traffic volumes to extensive 2004 traffic count data from throughout Placer County.

**Table 9-16  
Estimated Trip Generation – Buildout of Specific Plan**

Land Use		Units <sup>1</sup>	Daily Trip Ends per Unit	Daily Trip Ends
Residential	Single-Family	862 DU	9.0	7,758
	Multi-Family	70 DU	6.5	455
	<b>Subtotal</b>	<b>932 DU</b>		<b>8,213</b>
Nonresidential	Retail	88.2 KSF	35.0	3,087
	Parks	12.3 Acres	2.2	26
	<b>Subtotal</b>			<b>3,113</b>
<b>Total Trips Generated by Specific Plan</b>				<b>11,326</b>

**Notes:**

<sup>1</sup> DU = dwelling unit and KSF = 1,000 square feet

Table 9-16 shows that buildout of the entire proposed Specific Plan would generate about 11,326 vehicle trip ends on an average weekday.

### **Planned Transportation Improvements**

Future transportation improvements have been identified by the *Placer County General Plan* and CIP, the general plans and CIP's for Roseville, Sacramento County, and SACOG's *Metropolitan Transportation Plan (MTP)*. New roadways needed to serve proposed development areas assumed in the cumulative 2025 scenarios were based on discussions with local jurisdictions. For the purposes of this traffic analysis, the following key improvements to the transportation system were assumed under existing and future conditions:

#### **Existing Conditions Roadway Improvements**

The Existing No Project conditions assumed only the existing roadway network. The analysis of the Existing Plus Project conditions assumed that all the internal roadways to the proposed specific plan area would be fully implemented, including the frontage improvements, but no offsite improvements were assumed. The internal roadway network in the specific plan area is discussed later in this section.

#### **Roadway Improvements under Cumulative No Project Conditions**

The analysis of the no project conditions under cumulative conditions assumed roadway improvements that are planned to be constructed by 2025, including all the new roadways and roadway improvements described in the *Placer County General Plan EIR* and the Placer County CIP plus those projects in the MTP that would be implemented by 2025. These improvements include the following:

- Widening of Baseline Road to four lanes from the Sutter County line to Watt Avenue and to six lanes from Watt Avenue to the City of Roseville.
- Widening of Watt Avenue to four lanes from the Sacramento County line to Baseline Road.
- Widening of Walerga Road to four lanes from the Sacramento County line to Baseline Road.

Funding for the CIP improvements will be derived from a number of sources, including the County's traffic impact fee program, developer-funded projects, assessment districts, and state and regional sources. The intent of these improvements is to maintain an acceptable LOS through the horizon year of the CIP (2010). A temporary violation of LOS standards may result until adequate funding has been collected for the construction of program improvements.

As discussed below, future development assumptions were prepared through discussions with the staffs of Placer County and the cities of Roseville, Rocklin, and Lincoln. The new and improved roadways that would be part of new development areas were assumed under the Cumulative No Project Scenario. Near the project site, buildout of the Placer Vineyards Specific Plan was assumed under the Cumulative No Project Scenario. This includes the widening of Watt Avenue to six lanes from the Sacramento County line to Baseline Road, and the widening of Baseline Road to six lanes from the Sutter County line to Watt Avenue.

The *Dry Creek/West Placer Community Plan* calls for the eventual closure of PFE Road west of Cook-Riolo Road. However, based on discussions with Placer County, the analysis of Cumulative Conditions has been performed with PFE Road both open and closed.

For Sacramento County, improvements contained in SACOG's 2025 MTP were assumed. This includes the widening of Elverta Road from two lanes to four lanes from Rio Linda Boulevard to Watt Avenue. This also includes the widening of Watt Avenue and Walerga Road from two lanes to four lanes from Elverta Road to the Placer County line. The Cumulative No Project conditions also assumed buildout of the Placer Vineyards Specific Plan, as described above. In Sacramento County, this includes the widening of Watt Avenue to six lanes from the Sacramento County line to Elverta Road.

As discussed later in this section, the City of Roseville has requested that traffic impacts under cumulative conditions within the City of Roseville be evaluated using their 2020 Travel Demand Model that was used for the development of the City's CIP. Therefore, the analysis of the Cumulative No Project scenario in the City of Roseville assumed the improvements contained in Roseville's 2020 CIP (Roseville CIP). The City of Roseville has adopted a Traffic Mitigation Fee that, in conjunction with other identified funding sources, will fully fund these improvements.

A planning level signal warrant analysis was conducted for the Cumulative (2025) No Project scenario to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections should be signalized by 2025:

- Locust Road and Baseline Road
- Watt Avenue and PFE Road

### **Financing of Traffic Improvements and Mitigation**

The Riolo Vineyards project would pay the Placer County Dry Creek traffic mitigation fee and the City of Roseville/Placer County joint traffic fee. These fees fund improvements to local roads in order to mitigate the effect of new development.

The Riolo Vineyards project is in the South Placer Regional Transportation Authority (SPRTA) Mitigation Fee area. Therefore the Riolo Vineyards project would also pay SPRTA fees. These fees fund improvements to regional and state highway facilities to mitigate the effect of new development.

Placer County will enter into separate Development Agreements with the Applicant and other Plan Area developers that will govern the financing and implementation of infrastructure improvements, including facilities and improvements identified as mitigation measures in this EIR.

### **Cumulative Development Assumptions**

Cumulative development assumptions were prepared through discussions with the staffs of Placer County and the cities of Roseville, Rocklin, and Lincoln. Cumulative development conditions were based on estimates of 2025 development levels in Placer County and the remainder of the region. Table 9-17 shows the assumptions for the Cumulative No Project scenario.

As discussed above, the new and improved roadways that would be part of new development areas in Table 9-17 were assumed in the Cumulative No Project scenario.

**Table 9-17  
Development Assumptions in Key Areas – Cumulative No Project Scenario**

Area		Dwelling Units	Floor Area (1,000 square feet)			College Enrollment
			Retail	Office	Industrial	
Riolo Vineyards Specific Plan Area		5	0	0	0	
Roseville	General Plan Area	60,002	14,400	15,319	17,401	
	MOU Remainder Area	12,600	780	1,020	0	
Rocklin	General Plan Area	28,606	4,586	2,848	6,494	23,000
Lincoln	General Plan Area	22,123	2,948	3,622	8,161	5,000
	SOI Expansion Area	15,000	1,875	4,000	0	
Placer Ranch		7,200	900	2,213	1,387	25,000
Remainder Sunset Industrial Area		0	357	912	7,851	
Regional University		4,387	215	75	0	6,000
Placer Vineyards		14,132	1,855	1,764	0	
Sutter Pointe Specific Plan Area		8,750	1,094	750	1,500	

**Notes:**

MOU = Memorandum of Understanding

SOI = Sphere of influence

### 9.3.3 Project-Level Impacts

#### 9.3.3.1 Construction Impacts

<b>IMPACT 9-1:</b>	Short-term traffic impacts related to construction
<b>SIGNIFICANCE:</b>	Potentially Significant
<b>MITIGATION:</b>	Mitigation Measure 9-1a
<b>Proposed:</b>	Mitigation Measure 9-1a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Less than Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Less than Significant

The onsite construction within the specific plan area is expected to occur over approximately 2 to 5 years, subject to economic conditions. The maximum number of construction workers in the specific plan area on any given day is estimated to be 88. During this peak construction period, there would be about 176 daily vehicle trips generated by construction workers, plus about 10 vehicles (mostly trucks) per day delivering materials to the specific plan area. Site access during construction could be from a variety of locations, including Watt Avenue, Walerga Road, and PFE Road.

The project construction will temporarily add trips to the local roadway network during periods of construction. Preparation and implementation of construction traffic management plans for onsite and offsite construction activities to minimize adverse LOS or neighborhood traffic impacts during the various phases of construction would reduce this impact to a less-than-significant level.



### 9.3.3.2 Existing Plus Project Conditions with PFE Road Open

The Placer County Travel Demand Model was used to estimate and distribute project-related trips. The estimated trip generation for this condition is outlined in Table 9-16. To provide the best estimate of the Specific Plan's impact on traffic volumes, the model's estimated traffic volume under Existing No Project conditions was subtracted from the model's traffic volume estimate under the Existing Plus Project conditions for each roadway segment and each intersection turning movement. These differences were then added to existing traffic count data to provide a refined estimate of traffic volumes under the Existing Plus Project conditions.

The analysis of the Existing Plus Project conditions assumed that the only improvements to the existing roadway network would be the internal roadways in the specific plan area, and frontage roadway improvements. Figure 9-3 shows the roadway network and lanes in the vicinity of the specific plan area that were assumed in the traffic analysis.

The five jurisdictions/agencies in the study area (Placer County, City of Roseville, Sacramento County, Sutter County, and Caltrans) have different LOS policies. Therefore, the traffic impacts of the proposed project are discussed separately for each jurisdiction.

#### Placer County Roadway Segments – Existing Plus Project with PFE Road Open

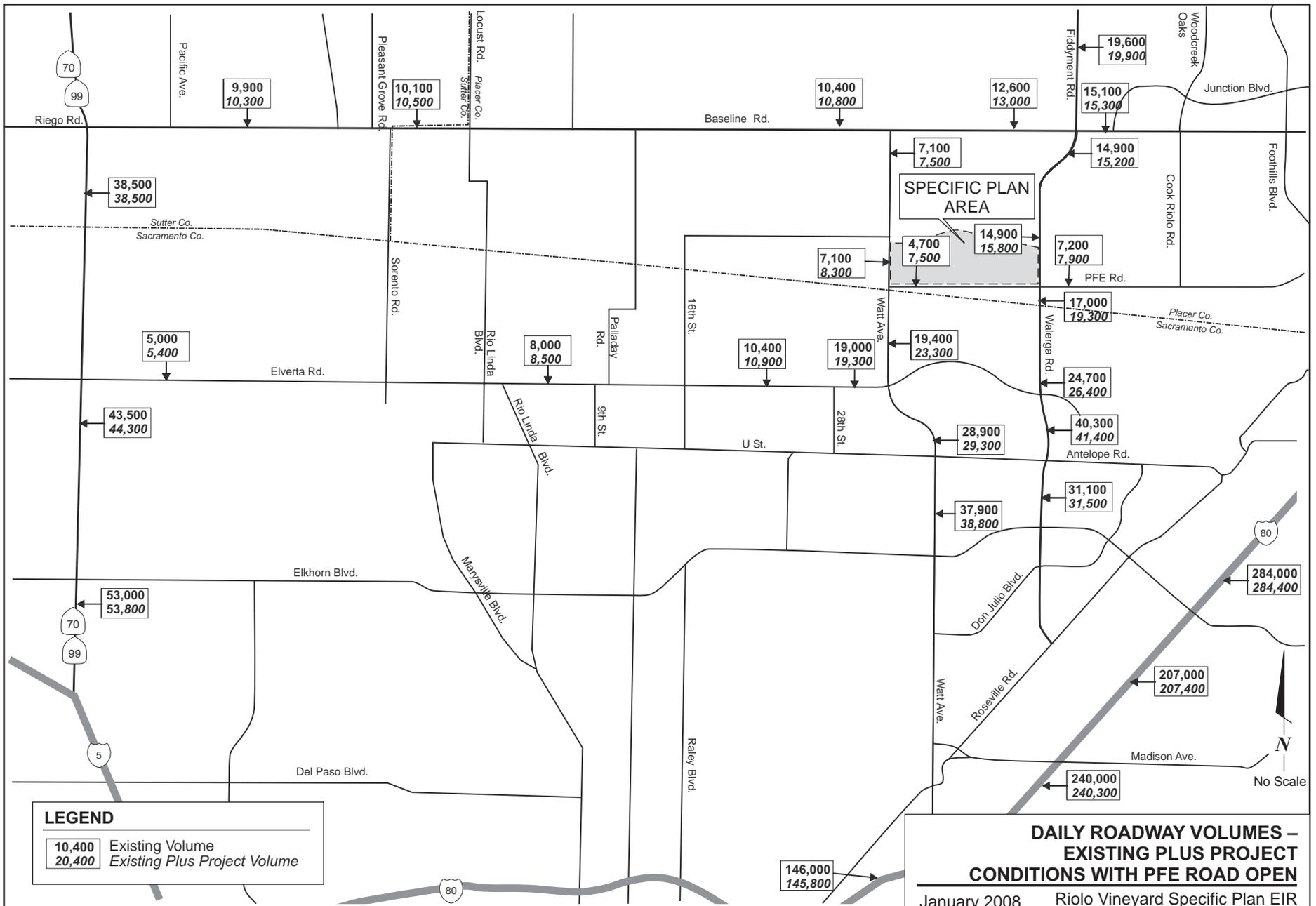
<b>IMPACT 9-2:</b>	Under Existing Plus Project conditions with PFE Road open, the proposed project would cause Walerga Road south of Baseline Road to experience a volume to capacity ratio increase at a substandard LOS condition, Walerga Road south of the Dry Creek Bridge to experience a volume to capacity ratio increase at a substandard LOS condition, and Walerga Road south of PFE Road to operate at LOS F conditions
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measures 9-2a and 9-2b
<b>Proposed:</b>	Mitigation Measures 9-2a and 9-2b
<b>Significance After Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

As discussed above, the analysis of Existing Plus Project conditions assumed that all the internal roadways in the proposed specific plan area would be fully implemented, including the frontage improvements on border roads; however, no offsite improvements were assumed.

Figure 9-7 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Existing Plus Project conditions with PFE Road open.

The traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto existing traffic counts. Rather, the County's Travel Demand Model is used to predict how travel patterns would change if the Specific Plan land uses were added to existing land uses. The model redistributes trips and can cause traffic on some roadways to decrease, sometimes at locations some distance from the specific plan area.

A roadway segment LOS analysis for the unincorporated Placer County roadways is presented in Table 9-18. This analysis indicates that full development of the Specific Plan under existing conditions would cause the LOS on the segment of Walerga Road from PFE Road to the Placer County line to



Source:  
DKS Associates, 2007

**Table 9-18  
Roadway Segment Levels of Service – Unincorporated Placer County  
Existing Plus Project Conditions – PFE Road Open**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Watt Avenue	South of Baseline Road	2	7,100	A	2	7,500	A
Watt Avenue	North of PFE Road	2	7,100	A	2	8,300	C
Walerga Road	South of Baseline Road	2	14,900	D	2	<b>15,200</b>	<b>D</b>
Walerga Road	North of PFE Road	2	14,900	D	2	<b>15,800</b>	<b>D</b>
Walerga Road	South of PFE Road	2	17,000	E	2	<b>19,300</b>	<b>F</b>
Baseline Road	West of Locust Road	2	10,100	A	2	10,500	A
Baseline Road	West of Watt Avenue	2	10,400	A	2	10,800	A
Baseline Road	West of Walerga Road	2	12,600	C	2	13,000	C
PFE Road	East of Watt Avenue	2	4,700	A	2	7,500	A
PFE Road	East of Walerga Road	2	7,200	A	2	7,900	A

**Notes:** ADT = average daily traffic. Significant impacts are highlighted in bold.

degrade from LOS E to LOS F, the segment of Walerga Road from the Baseline Road to the Dry Creek Bridge to degrade by volume to capacity ratio of 2 percent and the segment of Walerga Road from the Dry Creek Bridge to PFE Road to degrade by volume to capacity ratio of 5 percent. The widening of this section of Walerga Road to four lanes is included in Placer County's CIP and traffic mitigation fees. Widening of Walerga Road to four lanes from the Baseline Road to the Placer County line would provide LOS A and would reduce this impact to a less-than-significant level.

The Applicant would pay in lieu fees for the County to construct a portion of the project's frontage improvements along with the Dry Creek Bridge project. Frontage improvements outside the influence area of the County's Bridge Project will be constructed with the Riolo Vineyards project.

The Applicant is obliged to pay traffic mitigation fees and to construct certain improvements that are included in the fee program. Specific construction obligations, fee credit, and reimbursement provisions will be addressed in Development Agreements between the County and Plan Area developers. Until the County's Walerga Road Bridge project is completed, Walerga Road will operate below LOS standard at the approaches to the bridge. This would be a significant impact until the Walerga Road improvements are constructed.

The above mitigation measure is also a Placer Vineyards mitigation measure. If Placer Vineyards constructs these improvements first, then Riolo Vineyards should pay a fair-share contribution through payment of traffic impact fees and/or possible reimbursement agreement to Placer Vineyards (if applicable).



**Placer County Intersections – Existing Plus Project with PFE Road Open**

<b>IMPACT 9-3:</b>	Under Existing Plus Project conditions with PFE Road Open, the proposed project would cause the following intersections to operate at LOS F: Locust Road at Baseline Road and Watt Avenue at PFE Road, and would cause the volume to capacity ratio to increase at Watt Avenue at Baseline Road, Walerga Road at Baseline Road, and Walerga Road at PFE Road, which already operate at substandard LOS conditions.
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measures 9-3a and 9-3b
<b>Proposed:</b>	Mitigation Measures 9-3a and 9-3b
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

The proposed *Riolo Vineyards Specific Plan* provides typical cross-sections for the roadways within the specific plan area. Additional right-of-way is typically provided near major intersections on arterial and collector roadways to accommodate additional turn lanes. The proposed Specific Plan does provide information concerning right-of-way and turn lanes at intersections. Therefore, the traffic analysis assumed what is in the proposed Specific Plan.

If additional turn lanes are needed to provide LOS C or better conditions at an intersection within the specific plan area beyond what is proposed in the Specific Plan, a significant impact would be defined, and these additional lanes would be considered mitigation measures.

Figure 9-3 shows the key transportation analysis study area intersections in unincorporated Placer County. Tables 9-19 and 9-20 presents the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions with PFE Road open. The traffic volumes and Existing Plus Project lane geometry at each intersection in Tables 9-19 and 9-20 are shown on Figure 9-8. This analysis indicates that development of the Specific Plan under existing conditions with PFE Road open would cause impacts at the following Placer County intersections:

- LOS at the intersection of Locust Road and Baseline Road would degrade from LOS E (delay 43.0 seconds) to LOS E (delay 46.1 seconds) in the a.m. peak hour and from LOS E to LOS F in the p.m. peak hour.
- LOS at the intersection of Watt Avenue and Baseline Road would degrade from LOS E (V/C 0.94) to LOS E (V/C 0.95) in the p.m. peak hour.
- LOS at the intersection of Walerga Road and Baseline Road would degrade from LOS D (V/C 0.87) to LOS D (V/C 0.88) in the p.m. peak hour.
- LOS at the intersection of Watt Avenue and PFE Road would degrade from LOS B to LOS E in the a.m. peak hour, and degrade from LOS C to LOS F in the p.m. peak hour.
- LOS at the intersection of Walerga Road and PFE Road would degrade from LOS F (V/C 1.01) to LOS F (V/C 1.09) in the a.m. peak hour, and degrade from LOS F (V/C 1.04) to LOS F (V/C 1.16) in the p.m. peak hour.

The widening of Watt Avenue, and Walerga Road are included in Placer County’s CIP. The widening of Baseline Road is included in the Joint City of Roseville/Placer County Fee Program. Intersection improvements below are included in the City/County CIP and resulting impact fees. Developer participation in these fee programs through a fair share payment, together with similar fair share payments from other projects, will facilitate the following improvements. There would be a significant and unavoidable impact in the short term until the following improvements are constructed. In the long term, with the construction of the following improvements, the impact would be reduced to a less-than-significant level.

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**EXISTING PLUS PROJECT WITH PFE ROAD OPEN -  
A.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-8A**

Source:  
DKS Associates, 2007

<table border="1"> <tr><td>In</td><td>54</td><td>1</td><td>0</td><td>16</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>297</td></tr> <tr><td></td><td>2</td><td>4</td><td>4</td><td>23</td></tr> <tr><td></td><td>665</td><td>6</td><td>4</td><td>266</td></tr> <tr><td></td><td>5</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> <tr><td>N/S</td><td>Stop Sign</td><td>LOS: F</td><td></td><td></td></tr> <tr><td>E/W</td><td>Stop Sign</td><td>DEL: 50.3</td><td></td><td></td></tr> </table> <p><b>1</b> Locust Ave &amp; Baseline Rd Placer County</p>	In	54	1	0	16		↓	↓	↓	297		2	4	4	23		665	6	4	266		5				In					N/S	Stop Sign	LOS: F			E/W	Stop Sign	DEL: 50.3			<table border="1"> <tr><td>In</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>274</td></tr> <tr><td></td><td>0</td><td>41</td><td>0</td><td>278</td></tr> <tr><td></td><td>955</td><td>53</td><td>0</td><td>290</td></tr> <tr><td></td><td>83</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> <tr><td>N/S</td><td>Permitted</td><td>LOS: E</td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 0.95</td><td></td><td></td></tr> </table> <p><b>2</b> Watt Ave &amp; Baseline Rd Placer County</p>	In	0	0	0	0		↓	↓	↓	274		0	41	0	278		955	53	0	290		83				In					N/S	Permitted	LOS: E			E/W	Protected	V/C: 0.95			<table border="1"> <tr><td>In</td><td>336</td><td>432</td><td>42</td><td>151</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>239</td></tr> <tr><td></td><td>552</td><td>41</td><td>20</td><td>265</td></tr> <tr><td></td><td>687</td><td>41</td><td>461</td><td>267</td></tr> <tr><td></td><td>64</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> <tr><td>N/S</td><td>Protected</td><td>LOS: D</td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 0.88</td><td></td><td></td></tr> </table> <p><b>3</b> Fiddlyment Rd &amp; Baseline Rd Placer County</p>	In	336	432	42	151		↓	↓	↓	239		552	41	20	265		687	41	461	267		64				In					N/S	Protected	LOS: D			E/W	Protected	V/C: 0.88			<table border="1"> <tr><td>In</td><td>0</td><td>306</td><td>33</td><td>19</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>0</td></tr> <tr><td></td><td>0</td><td>4</td><td>0</td><td>252</td></tr> <tr><td></td><td>0</td><td>0</td><td>417</td><td>333</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> <tr><td>N/S</td><td>Stop Sign</td><td>LOS: F</td><td></td><td></td></tr> <tr><td>E/W</td><td>Stop Sign</td><td>DEL: 65.7</td><td></td><td></td></tr> </table> <p><b>4</b> Watt Ave &amp; PFE Rd Placer County</p>	In	0	306	33	19		↓	↓	↓	0		0	4	0	252		0	0	417	333		0				In					N/S	Stop Sign	LOS: F			E/W	Stop Sign	DEL: 65.7			<table border="1"> <tr><td>In</td><td>22</td><td>826</td><td>28</td><td>37</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>191</td></tr> <tr><td></td><td>184</td><td>4</td><td>0</td><td>236</td></tr> <tr><td></td><td>153</td><td></td><td></td><td></td></tr> <tr><td></td><td>153</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> <tr><td>N/S</td><td>Protected</td><td>LOS: F</td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 1.16</td><td></td><td></td></tr> </table> <p><b>5</b> Walerga Rd &amp; PFE Rd Placer County</p>	In	22	826	28	37		↓	↓	↓	191		184	4	0	236		153					153				In					N/S	Protected	LOS: F			E/W	Protected	V/C: 1.16																																																																																																																																																																						
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Pleasant Grove State Highway</p>	In	0	0	0	0		↓	↓	↓	1,177		0	489	0	185		1,314	0	540	0		185				Ig					N/S	Permitted	LOS: C			E/W	Protected	DEL: 30.6			<table border="1"> <tr><td>Ig</td><td>739</td><td>1,065</td><td>0</td><td>170</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>603</td></tr> <tr><td></td><td>0</td><td>0</td><td>2,101</td><td>0</td></tr> <tr><td></td><td>0</td><td>0</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> <tr><td>N/S</td><td>Permitted</td><td>LOS: C</td><td></td><td></td></tr> <tr><td>E/W</td><td>Permitted</td><td>DEL: 22.2</td><td></td><td></td></tr> </table> <p><b>22</b> Riverside &amp; WB I-80 State Highway</p>	Ig	739	1,065	0	170		↓	↓	↓	603		0	0	2,101	0		0	0				0				In					N/S	Permitted	LOS: C			E/W	Permitted	DEL: 22.2			<table border="1"> <tr><td>Ig</td><td>380</td><td>1,648</td><td>0</td><td>137</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>484</td></tr> <tr><td></td><td>0</td><td>2,163</td><td>556</td><td>0</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> <tr><td>N/S</td><td>Permitted</td><td>LOS: B</td><td></td><td></td></tr> <tr><td>E/W</td><td>Permitted</td><td>DEL: 13.6</td><td></td><td></td></tr> </table> <p><b>23</b> Watt Ave &amp; I-80 WB State Highway</p>	Ig	380	1,648	0	137		↓	↓	↓	484		0	2,163	556	0		0					0				In					N/S	Permitted	LOS: B			E/W	Permitted	DEL: 13.6			<table border="1"> <tr><td>In</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>0</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>0</td></tr> <tr><td></td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> <tr><td>N/S</td><td>Uncontrolled</td><td>LOS: B[10.4]</td><td></td><td></td></tr> <tr><td>E/W</td><td>Stop Sign</td><td>DEL: 0.0</td><td></td><td></td></tr> </table> <p><b>7</b> Watt Ave &amp; Riolo Rd Placer County</p>	In	0	0	0	0		↓	↓	↓	0		0	0	0	0		0	0	0	0		0	0	0	0	In					N/S	Uncontrolled	LOS: B[10.4]			E/W	Stop Sign	DEL: 0.0			<table border="1"> <tr><td>In</td><td>51</td><td>0</td><td>24</td><td>39</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>216</td></tr> <tr><td></td><td>74</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>411</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> <tr><td>N/S</td><td>Stop Sign</td><td>LOS: B[12.0]</td><td></td><td></td></tr> <tr><td>E/W</td><td>Uncontrolled</td><td>DEL: 1.8</td><td></td><td></td></tr> </table> <p><b>8</b> West Rd &amp; PFE Rd Placer County</p>	In	51	0	24	39		↓	↓	↓	216		74	0	0	0		411	0	0	0		0				In					N/S	Stop Sign	LOS: B[12.0]			E/W	Uncontrolled	DEL: 1.8			<table border="1"> <tr><td>In</td><td>11</td><td>0</td><td>18</td><td>42</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>244</td></tr> <tr><td></td><td>60</td><td>0</td><td>0</td><td>0</td></tr> <tr><td></td><td>376</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> <tr><td>N/S</td><td>Stop Sign</td><td>LOS: B[13.3]</td><td></td><td></td></tr> <tr><td>E/W</td><td>Uncontrolled</td><td>DEL: 1.2</td><td></td><td></td></tr> </table> <p><b>9</b> East Rd &amp; PFE Rd Placer County</p>	In	11	0	18	42		↓	↓	↓	244		60	0	0	0		376	0	0	0		0				In					N/S	Stop Sign	LOS: B[13.3]			E/W	Uncontrolled	DEL: 1.2			<table border="1"> <tr><td>In</td><td>55</td><td>853</td><td>0</td><td>0</td></tr> <tr><td></td><td>↓</td><td>↓</td><td>↓</td><td>0</td></tr> <tr><td></td><td>19</td><td>64</td><td>906</td><td>0</td></tr> <tr><td></td><td>0</td><td></td><td></td><td></td></tr> <tr><td></td><td>39</td><td></td><td></td><td></td></tr> <tr><td>In</td><td></td><td></td><td></td><td></td></tr> <tr><td>N/S</td><td>Uncontrolled</td><td>LOS: E[49.4]</td><td></td><td></td></tr> <tr><td>E/W</td><td>Stop Sign</td><td>DEL: 1.8</td><td></td><td></td></tr> </table> <p><b>10</b> Walerga Rd &amp; 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**EXISTING PLUS PROJECT WITH PFE ROAD OPEN - P.M. PEAK HOUR INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-8B**

Source:  
DKS Associates, 2007

**Table 9-19**  
**A.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County**  
**Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Level of Service	Signalized Intersection (V/C Ratio)
1	Locust Road	Baseline Road	E		43.0	<b>E</b>	<b>46.1</b>
2	Watt Avenue	Baseline Road	B	0.65		B	0.67
3	Walerga Road <sup>2</sup>	Baseline Road	E (F) <sup>3</sup>	0.94 (>1.00) <sup>3</sup>		E (F) <sup>3</sup>	0.94 (>1.00) <sup>3</sup>
4	Watt Avenue	PFE Road	B		14.8	<b>E</b>	<b>48.9</b>
5	Walerga Road	PFE Road	F	1.01		<b>F</b>	<b>1.13</b>
6	Cook-Riolo Road	PFE Road	B		11.7	B	10.6
7	Watt Avenue	"Riolo" Road				A	10.0
8	"West" Road	PFE Road				B	11.3
9	"East" Road	PFE Road				B	10.7
10	Walerga Road	"Riolo" Road				A	9.2

**Notes:**

Blank table cell = Intersection does not exist under this scenario. Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four way stop intersections, but only average delay for minor street movements at two way stop intersections. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymont Road and Baseline Road.

<sup>3</sup> Observed long queues indicate intersection operates at LOS F.

**Table 9-20**  
**P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County**  
**Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Level of Service	Signalized Intersection (V/C Ratio)
1	Locust Road	Baseline Road	E		46.8	<b>F</b>	<b>50.3</b>
2	Watt Avenue	Baseline Road	E	0.94		<b>E</b>	<b>0.95</b>
3	Walerga Road <sup>2</sup>	Baseline Road	D (F) <sup>3</sup>	0.87 (>1.00) <sup>3</sup>		D (F) <sup>3</sup>	0.88 (>1.01) <sup>3</sup>
4	Watt Avenue	PFE Road	C		16.3	<b>F</b>	<b>65.7</b>
5	Walerga Road	PFE Road	F	1.04		<b>F</b>	<b>1.16</b>
6	Cook-Riolo Road	PFE Road	B		10.2	B	11.0
7	Watt Avenue	"Riolo" Road				B	10.4
8	"West" Road	PFE Road				B	12.0
9	"East" Road	PFE Road				B	13.3
10	Walerga Road	"Riolo" Road				B	10.5

**Notes:**

Blank table cell = Intersection does not exist under this scenario. Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four way stop intersections, but only average delay for minor street movements at two way stop intersections. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymont Road and Baseline Road.

<sup>3</sup> Observed long queues indicate intersection operates at LOS F.

- Make fair share payment towards construction of a second through lane on the eastbound and westbound approaches to improve the intersection of Locust Road and Baseline Road to LOS B (delay 13.0 seconds) in the a.m. peak hour and LOS B (delay 14.7 seconds) in the p.m. peak hour.
- Make fair share payment towards construction of a second through lane on the eastbound and westbound approaches to improve the intersection of Watt Avenue and Baseline Road to LOS A (V/C 0.60) in the p.m. peak hour.
- Make fair share payment towards construction of a second through lane on the southbound approach to improve the intersection of Walerga Road and Baseline Road to LOS B (V/C 0.70) in the p.m. peak hour.

The intersection improvement below is not part of a CIP and impact fees. The Applicant proposes to make a fair share payment, together with similar fair share payments from other projects, toward constructing the following improvement. There would be a significant and unavoidable impact in the short term until the following improvement is constructed. In the long term, with the construction of the following improvement, the impact would be reduced to a less-than-significant level.

- Make fair share payment towards construction of a second left turn lane on the eastbound and westbound approaches, to improve the intersection of Walerga Road and Baseline Road to LOS B (V/C 0.70) in the p.m. peak hour.

The following improvements, to be constructed by the Applicant or for which a fair share would be paid, would reduce project-related impacts to a less-than-significant level.

- Construct a traffic signal, a northbound and southbound left turn lane and a northbound right turn lane to improve the intersection of Watt Avenue and PFE Road to LOS A (V/C 0.58) in the a.m. peak hour and LOS A (V/C 0.49) in the p.m. peak hour.
- Construct a second through lane on both the northbound and southbound approaches, to improve the intersection of Walerga Road and PFE Road to LOS B (V/C 0.69) in the a.m. peak hour and LOS D (V/C 0.83) in the p.m. peak hour.

There would be a significant and unavoidable impact in the short term until these improvements are constructed. In the long term, with the construction of these improvements, the impact would be reduced to a less-than-significant level.

The Applicant is obliged to pay traffic mitigation fees and to construct certain improvements that are included in the fee program. A credit toward payment of traffic mitigation fees for construction of improvements that are included in the CIP may be applied against the fee obligation.

All of the above mitigation measures are part of the Placer Vineyards project or Placer Vineyards mitigation measures. If Placer Vineyards constructs these improvements first, then Riolo Vineyards should pay a fair-share contribution through payment of traffic impact fees and/or possible reimbursement agreement to Placer Vineyards (if applicable).



**City of Roseville Intersections – Existing Plus Project With PFE Road Open**

**IMPACT 9-4:** Under Existing Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes on City of Roseville intersections

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Under Existing Plus Project conditions, no improvements to the City of Roseville intersections were assumed beyond existing conditions. Figure 9-7 shows the daily traffic volumes on transportation analysis study area roadways in the City of Roseville under Existing Plus Project conditions with PFE Road open. Figure 9-5 shows the key transportation analysis study area intersections in the City of Roseville. Table 9-21 presents the intersection LOS analysis at these intersections for the p.m. peak hour under the Existing Plus Project scenario. The traffic volumes and existing lane geometry at each intersection in Table 9-21 are shown on Figure 9-8. This analysis indicates that development of the Specific Plan under existing conditions would not cause significant impacts on Roseville intersections.

**Table 9-21  
P.M. Peak Hour Levels of Service at Study Intersections – City of Roseville  
Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions		Existing Plus Project Conditions	
		Level of Service	LOS Criteria	Level of Service	LOS Criteria
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)		Signalized Intersection (V/C Ratio)
11. Junction Boulevard	Baseline Road	A	0.48	A	0.48
12. Woodcreek Boulevard	Baseline Road	B	0.64	B	0.65
13. Foothills Boulevard	Baseline Road	C	0.81	C	0.81

**Note:** Intersection numbers refer to Figure 9-5.



**Sacramento County Roadway Segments – Existing Plus Project with PFE Road Open**

**IMPACT 9-5:** Under Existing Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes on Sacramento County roadway segments

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-7 shows the average daily traffic volumes on Sacramento County roadways within the transportation analysis study area under Existing Plus Project conditions with PFE Road open. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-22. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road open would not cause significant impacts on Sacramento County roadway segments.

**Table 9-22  
Roadway Segment Levels of Service – Sacramento County  
Existing Plus Project Conditions – PFE Road Open**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of SR 70/99	2	5,000	A	2	5,400	A
Elverta Road	East of Rio Linda Boulevard	2	8,000	A	2	8,500	A
Elverta Road	East of 16th Street	2	10,400	A	2	10,900	B
Elverta Road	West of Watt Avenue	2	19,000	F	2	19,300	F
Watt Avenue	North of Elverta Road	4 <sup>1</sup>	19,400	A	4 <sup>1</sup>	23,300	B
Watt Avenue	North of Antelope Road	4	28,900	D	4	29,300	D
Watt Avenue	North of Elkhorn Boulevard	4	37,900	F	4	38,800	F
Walerga Road	North of Elverta Road	4	24,700	B	4	26,400	C
Walerga Road	North of Antelope Road	4	40,300	F	4	41,400	F
Walerga Road	North of Elkhorn Boulevard	4	31,100	D	4	31,500	D

**Notes:** ADT = average daily traffic.

<sup>1</sup> Watt Avenue has two lanes from Placer County line to Black Eagle Road, four lanes from Silver Fern Drive to just north of Elverta Road, and six lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.



**Sacramento County Intersections – Existing Plus Project with PFE Road Open**

**IMPACT 9-6:** Under Existing Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes at Sacramento County intersections

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Under Existing Plus Project conditions with PFE Road open, no improvements were assumed for Sacramento County intersections in the transportation analysis study area beyond existing conditions. Figure 9-6 shows the key transportation analysis study area intersections in Sacramento County. Tables 9-23 and 9-24 presents the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions with PFE Road open. The traffic volumes and existing lane geometry at each intersection in Tables 9-23 and 9-24 are shown on Figure 9-8. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road open would not cause significant impacts at Sacramento County intersections.

**Table 9-23**  
**A.M. Peak Hour Levels of Service at Study Intersections –**  
**Sacramento County**  
**Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions		Existing Plus Project Conditions	
		Level of Service	Signalized Intersection (V/C Ratio)	Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway				
14. Watt Avenue	Elverta Road	A	0.58	A	0.55
15. Walerga Road	Elverta Road	D	0.86	D	0.87
16. Watt Avenue	Elkhorn Boulevard	C	0.77	C	0.77
17. Walerga Road	Elkhorn Boulevard	C	0.73	C	0.70

**Note:** Intersection numbers refer to Figure 9-6.

**Table 9-24**  
**P.M. Peak Hour Levels of Service at Study Intersections –**  
**Sacramento County**  
**Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions		Existing Plus Project Conditions	
		Level of Service	Signalized Intersection (V/C Ratio)	Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway				
14. Watt Avenue	Elverta Road	A	0.60	A	0.59
15. Walerga Road	Elverta Road	D	0.83	D	0.86
16. Watt Avenue	Elkhorn Boulevard	B	0.70	C	0.71
17. Walerga Road	Elkhorn Boulevard	C	0.89	E	0.91

**Note:** Intersection numbers refer to Figure 9-6.

■

**Sutter County Roadway Segments – Existing Plus Project with PFE Road Open**

**IMPACT 9-7:** Under Existing Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes on Sutter County roadway segments

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-7 shows the average daily traffic volumes on Sutter County roadways within the transportation analysis study area under Existing Plus Project conditions with PFE Road open. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-25. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road open would not cause significant impacts on the Sutter County roadway segment within the transportation analysis study area.

**Table 9-25  
Roadway Segment Level of Service – Sutter County  
Existing Plus Project Conditions – PFE Road Open**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	West of Pleasant Grove Road	2	9,900	A	2	10,300	A

Note: ADT = average daily traffic



**State Highway Segments – Existing Plus Project with PFE Road Open**

- IMPACT 9-8:** Under Existing Plus Project conditions with PFE Road open, the proposed project would increase volumes on SR 65 south of Blue Oaks Boulevard, and I-80, from Watt Avenue to SR 65, which currently operate at substandard LOS F conditions
- SIGNIFICANCE:** Significant
- MITIGATION:** Mitigation Measure 9-8a
- Proposed:** Mitigation Measure 9-8a
- Significance After Proposed Mitigation:** Significant
- Recommended:** None
- RESIDUAL SIGNIFICANCE:** Significant and Unavoidable

Figure 9-7 shows the average daily traffic volumes on state highways within the transportation analysis study area under Existing Plus Project conditions with PFE Road open. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-26. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road open would cause significant impacts at the following State Highway segments:

- Traffic would be added to the freeway segment, SR 65 from Blue Oaks Boulevard to I-80, that currently operates at a substandard LOS F.
- Traffic would be added to the freeway segment, I-80 from Watt Avenue to SR 65, that currently operates at a substandard LOS F.

The Applicant proposes to make a fair share payment through the SPRTA fees, together with similar fair share payments from other projects, toward widening State Route 65 by two lanes to six lanes from Blue Oaks Boulevard to I-80. There would be a significant and unavoidable impact in the short term until the State Route 65 improvement is constructed. In the long term, with the construction of the State Route 65 improvement, the impact would be reduced to a less than significant level.

The widening of I-80, from Riverside Avenue to SR 65, by two lanes, for a total of eight lanes is partially funded by state funding sources. There would be a significant and unavoidable impact in the short term until the I-80 improvement is constructed. In the long term, with the construction of the I-80 improvement, the impact would be reduced to a less-than-significant level.

**Table 9-26  
Freeway Segment Levels of Service – State Highway  
Existing Plus Project Conditions – PFE Road Open**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT <sup>1</sup>	LOS	Lanes	ADT <sup>1</sup>	LOS
SR 70/99 <sup>2</sup>	South of Riego Road	4	38,500	D	4	38,500	D
SR 70/99	South of Elverta Road	4	43,500	C	4	44,300	C
SR 70/99	South of Elkhorn Boulevard	4	53,000	C	4	53,800	C
SR 65	North of Blue Oaks	4	65,000	D	4	65,000	D
SR 65	North of Pleasant Grove	4	86,000	F	4	<b>86,100</b>	<b>F</b>
SR 65	South of Pleasant Grove	4	86,000	F	4	<b>86,200</b>	<b>F</b>
SR 65	South of Galleria Boulevard	4	88,000	F	4	<b>88,200</b>	<b>F</b>
I-80	West of Watt Avenue	10	146,000	D	10	145,800	D
I-80	East of Watt Avenue	12	240,000	F	12	<b>240,300</b>	<b>F</b>
I-80	West of Elkhorn Boulevard	11	207,000	F	11	<b>207,400</b>	<b>F</b>
I-80	East of Elkhorn Boulevard	10	184,000	F	10	<b>184,400</b>	<b>F</b>
I-80	West of Riverside Avenue	10	175,200	E	10	<b>175,700</b>	<b>E</b>
I-80	East of Riverside Avenue	6	159,000	F	6	<b>159,100</b>	<b>F</b>
I-80	West of Eureka Road	6	154,000	F	6	<b>154,200</b>	<b>F</b>
I-80	East of Eureka Road	6	160,000	F	6	<b>160,100</b>	<b>F</b>

**Notes:**<sup>1</sup> ADT = average daily traffic<sup>2</sup> Evaluated as expressway, not as a freeway

The widening of I-80 from Watt Avenue to Riverside Avenue is not identified as an element of any existing fee program, and inclusion of this improvement in a future fee program is not proposed or contemplated. Moreover, the widening of I-80 from Watt Avenue to Riverside Avenue is not included in the MTP, and may not be feasible. Therefore this impact would be significant and unavoidable unless and until improvements are ultimately completed.

The widening of I-80 from Riverside Avenue to SR 65 is included in the MTP, and sufficient funding has been identified for westbound past SR 65 and for eastbound to Miner's Ravine, but is not currently funded for eastbound between Miner's Ravine and SR 65. The widening of SR 65 is not included in the MTP. The widening of I-80 from Watt Avenue to Riverside Avenue is not included in the MTP, and may not be feasible.

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**State Highway Intersections – Existing Plus Project with PFE Road Open**

**IMPACT 9-9:**

Under Existing Plus Project conditions with PFE Road open, the proposed project would increase delay at the following state highway intersections that currently operate at a substandard LOS: SR 70/99 at Riego Road, and SR 70/99 at Elverta Road

**SIGNIFICANCE:**

Significant

**MITIGATION:** Mitigation Measure 9-9a  
**Proposed:** Mitigation Measure 9-9a  
**Significance After Proposed Mitigation:** Significant  
**Recommended:** None  
**RESIDUAL SIGNIFICANCE:** Significant and Unavoidable

Under Existing Plus Project conditions with PFE Road open, no improvements were assumed for state highway intersections in the transportation analysis study area beyond existing conditions. Figure 9-6 shows the key transportation analysis study area intersections on state highways. Tables 9-27 and 9-28 presents the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions with PFE Road open. The traffic volumes and existing lane geometry at each intersection in Tables 9-27 and 9-28 are shown on Figure 9-8. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road open would cause a significant impact at the State Highway intersection of SR 70/99 and Riego Road which already operates at a substandard LOS F in the a.m. peak hour.

**Table 9-27  
A.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions		Existing Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18. SR 70/99	Riego Road	F	80.3	<b>F</b>	<b>83.0</b>
19. SR 70/99	Elverta Road	E	55.0	E	62.6
20. SB SR 65	Pleasant Grove Road	C	23.6	C	23.6
21. NB SR 65	Pleasant Grove Road	B	18.4	B	18.9
22. Riverside Avenue	I-80 WB	B	15.0	B	15.0
23. Watt Avenue	I-80 WB	B	16.0	B	16.0

**Table 9-28  
P.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Existing Plus Project Conditions – PFE Road Open**

Intersection		Existing Conditions		Existing Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18. SR 70/99	Riego Road	B	15.4	B	14.6
19. SR 70/99	Elverta Road	A	7.3	B	6.8
20. SB SR 65	Pleasant Grove Road	C	20.9	C	20.9
21. NB SR 65	Pleasant Grove Road	C	30.3	C	30.6
22. Riverside Avenue	I-80 WB	C	21.7	C	22.2
23. Watt Avenue	I-80 WB	B	13.6	B	13.6

The Applicant proposes to make a fair share payment, together with similar fair share payments from other projects, toward constructing the Riego Road interchange. There would be a significant and unavoidable impact in the short term until the Riego Road interchange is constructed. No fee program for the Riego Road interchange currently exists. Due to the fact that the Riego Road interchange is not fully funded, and because no timeframe for completion has been determined, the impact is significant and unavoidable.



**9.3.3.3 Existing Plus Project Conditions – With PFE Road Closed**

The Existing Plus Project Conditions with PFE Road Closed is intended to evaluate the proposed project’s impacts if the closure of PFE Road east of Walerga Road is implemented. The *Dry Creek/West Placer Community Plan* calls for closing the PFE Road between Walerga Road and Cook-Riolo Road when the daily volume reaches a threshold of 5,000 vehicles per day. Current counts show that the daily volume today is approximately 7,200, which is well above the threshold for closure. Therefore this analysis was performed assuming that the closure was implemented immediately, before the proposed project is built. The comparison is between a No Project condition with PFE Road closed and an Existing Plus Project condition with PFE Road closed.

**Placer County Roadway Segments – Existing Plus Project With PFE Road Closed**

<b>IMPACT 9-10:</b>	Under Existing Plus Project conditions with PFE Road closed, the proposed project would cause Walerga Road south of Baseline Road, Walerga Road south of the Dry Creek Bridge, and Walerga Road south of PFE Road to operate at LOS E conditions
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measures 9-10a and 9-10b
<b>Proposed:</b>	Mitigation Measures 9-10a and 9-10b
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

As discussed above, the analysis of Existing Plus Project conditions with PFE Road closed assumed that all the internal roadways to the proposed specific plan area would be fully implemented, including the frontage improvements on border roads; however, no offsite improvements were assumed.

Figure 9-9 shows the average daily traffic volumes on unincorporated Placer County roadways within the transportation analysis study area under Existing Plus Project conditions with PFE Road closed.

A roadway segment LOS analysis for the unincorporated Placer County roadways is presented in Table 9-29. The existing volumes in this table show what the No Project volumes would look like if PFE Road were closed today. With this road closure, existing traffic would be redistributed. This analysis indicates that full development of the Specific Plan under existing conditions with PFE Road closed would cause LOS on the segment of Walerga Road from Baseline Road to PFE Road to degrade from LOS D to LOS E and Walerga Road from PFE Road to the Placer County line to degrade from LOS C to LOS E.

**Table 9-29  
Roadway Segment Levels of Service – Unincorporated Placer County  
Existing Plus Project Conditions – with PFE Road Closed**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Watt Avenue	South of Baseline Road	2	7,700	A	2	8,000	A
Watt Avenue	North of PFE Road	2	7,600	A	2	8,700	A
Walerga Road	South of Baseline Road	2	15,800	D	2	<b>16,600</b>	<b>E</b>
Walerga Road	North of PFE Road	2	15,800	D	2	<b>16,600</b>	<b>E</b>
Walerga Road	South of PFE Road	2	13,500	C	2	<b>16,300</b>	<b>E</b>
Baseline Road	West of Locust Road	2	10,100	A	2	10,400	A
Baseline Road	West of Watt Avenue	2	10,400	A	2	10,700	A
Baseline Road	West of Walerga Road	2	13,300	C	2	13,700	C
PFE Road	East of Watt Avenue	2	3,100	A	2	6,100	A
PFE Road	East of Walerga Road	2	1,300	A	2	1,300	A

**Notes:** ADT = average daily traffic. Significant impacts are highlighted in **bold**.

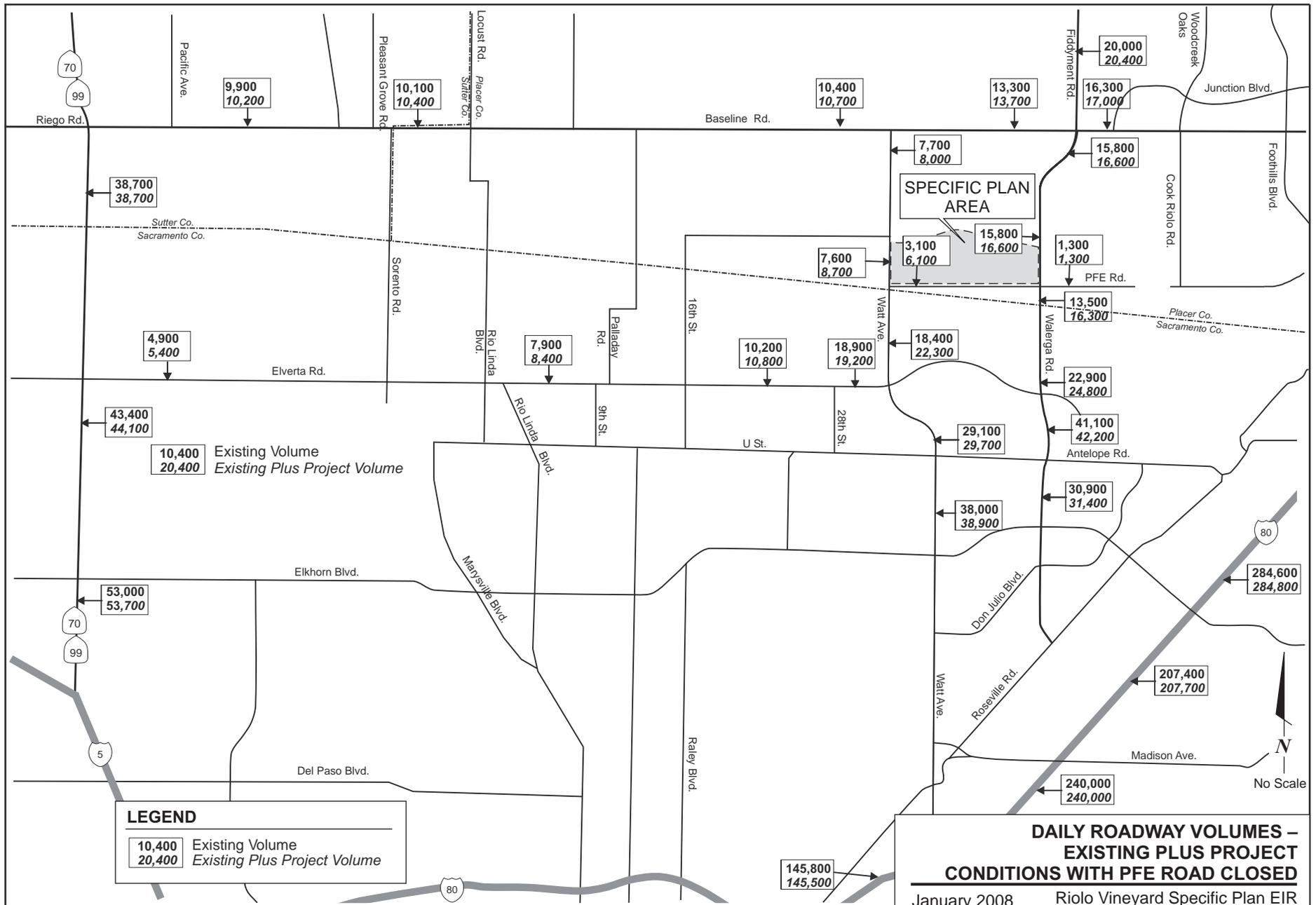
The widening of this section of Walerga Road to four lanes is included in Placer County’s CIP and traffic mitigation fees. Widening of Walerga Road to four lanes from the Baseline Road to the Placer County line to provide LOS A would reduce this impact to a less-than-significant level. Until the County’s Walerga Road Bridge project is constructed, Walerga Road will operate below LOS standard at the approaches to the bridge.

The Applicant would pay in lieu fees for the County to construct a portion of the project’s frontage improvements along with the Dry Creek Bridge project. Frontage improvements outside the influence area of the County’s Bridge Project will be constructed with the Riolo Vineyards project.

The Applicant is obliged to pay traffic mitigation fees and to construct certain improvements that are included in the fee program. A credit toward payment of traffic mitigation fees for construction of improvements that are included in the CIP may be applied against the fee obligation. Specific construction obligations, fee credit and reimbursement provisions will be addressed in Development Agreements between the County and Plan Area developers. Until the County’s Walerga Road Bridge project is completed, Walerga Road will operate below LOS standard at the approaches to the bridge. This would be a significant impact until the Walerga Road improvements are constructed.

The above mitigation measure is also a Placer Vineyards mitigation measure. If Placer Vineyards constructs these improvements first, then Riolo Vineyards should pay a fair-share contribution through payment of traffic impact fees and/or possible reimbursement agreement to Placer Vineyards (if applicable).





Source:  
DKS Associates, 2007

**Placer County Intersections – Existing Plus Project with PFE Road Closed**

<b>IMPACT 9-11:</b>	Under Existing Plus Project conditions with PFE Road closed, the proposed project would cause the following intersections to operate at LOS F: Locust Road at Baseline Road and Walerga Road at PFE Road; would cause the following intersections to operate at LOS E: Walerga Road at Baseline Road and Watt Avenue at PFE Road; and would cause the volume to capacity ratio to increase at Watt Avenue at Baseline Road, which already operates at a substandard LOS condition
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measures 9-11a and 9-11b
<b>Proposed:</b>	Mitigation Measures 9-11a and 9-11b
<b>Significance After Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

Figure 9-3 shows the key transportation analysis study area intersections in unincorporated Placer County. Tables 9-30 and 9-31 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions with PFE Road closed. The traffic volumes and existing lane geometry at each intersection in Tables 9-30 and 9-31 are shown on Figure 9-10 and 9-11. This analysis indicates that development of the Specific Plan under existing conditions with PFE Road closed would cause impacts at the following of the Placer County intersections:

- LOS at the intersection of Baseline Road and Locust Road would degrade from LOS E (delay 43.6 seconds) to LOS E (delay 47.8 seconds) in the a.m. peak hour and from LOS E to LOS F in the p.m. peak hour.
- LOS at the intersection of Watt Avenue and Baseline Road would degrade from LOS E (V/C 0.97) to LOS E (V/C 0.99) in the p.m. peak hour.
- LOS at the intersection of Walerga Road and Baseline Road would degrade from LOS E (V/C 0.96) to LOS E (V/C 0.97) in the a.m. peak hour and from LOS D to LOS E in the p.m. peak hour.
- LOS at the intersection of Watt Avenue and PFE Road would degrade from LOS C to LOS D in the a.m. peak hour and from LOS B to LOS E in the p.m. peak hour.
- LOS at the intersection of Walerga Road and PFE Road would degrade from LOS E to LOS F in the p.m. peak hour.

The widening of Watt Avenue and Walerga Road are included in Placer County's CIP. The widening of Baseline Road is included in the Joint City of Roseville/Placer County Fee Program. Intersection improvements below are included in the City/County CIP and resulting and impact fees. Developer participation in these fee programs through a fair share payment, together with similar fair share payments from other projects, will facilitate the following improvements. There would be a significant and unavoidable impact in the short term until the following improvements are constructed. In the long term, with the construction of the following improvements, the impact would be reduced to a less-than-significant level.

- Make fair share payment towards construction of a second through lane on the eastbound and westbound approaches to improve the intersection of Locust Road and Baseline Road to LOS B (delay 13.0 seconds) in the a.m. peak hour and LOS B (delay 14.8 seconds) in the p.m. peak hour.

**Table 9-30  
A.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County  
Existing Plus Project Conditions – with PFE Road Closed**

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>
1	Locust Road	Baseline Road			43.6	<b>E</b>	<b>47.8</b>
2	Watt Avenue	Baseline Road	B	0.65		B	0.67
3	Walerga Road	Baseline Road	E(>F) <sup>3</sup>	0.96(>1.00) <sup>3</sup>		<b>E(&gt;F)<sup>3</sup></b>	<b>0.97(&gt;1.01)<sup>3</sup></b>
4	Watt Avenue	PFE Road	B		12.8	<b>D</b>	<b>30.3</b>
5	Walerga Road	PFE Road	C	0.77		<b>D</b>	<b>0.87</b>
6	Cook-Riolo Road	PFE Road	A		8.0	A	8.1
7	Watt Avenue	“Riolo” Road				B	10.3
8	“West” Road	PFE Road				B	10.1
9	“East” Road	PFE Road				A	9.6
10	Walerga Road	“Riolo” Road				A	9.3

**Notes:** Blank table cell = Intersection does not exist under this scenario. Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four-way stop intersections, but only average delay for minor street movements at two-way stop intersections. Delay on some stop-signed, controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymont Road and Baseline Road.

<sup>3</sup> Observed long queues indicate intersection operates at LOS F.

**Table 9-31  
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County  
Existing Plus Project Conditions – with PFE Road Closed**

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>
1	Locust Road	Baseline Road	E		49.1	<b>F</b>	<b>50.8</b>
2	Watt Avenue	Baseline Road	E	0.97		<b>E</b>	<b>0.99</b>
3	Walerga Road <sup>2</sup>	Baseline Road	D(>F) <sup>3</sup>	0.89(>1.00) <sup>3</sup>		<b>E(&gt;F)<sup>3</sup></b>	<b>0.91(&gt;1.02)<sup>3</sup></b>
4	Watt Avenue	PFE Road	B		13.0	<b>E</b>	<b>40.8</b>
5	Walerga Road	PFE Road	E	0.95		<b>F</b>	<b>1.03</b>
6	Cook-Riolo Road	PFE Road	A		8.0	A	8.0
7	Watt Avenue	“Riolo” Road				B	10.7
8	“West” Road	PFE Road				B	10.7
9	“East” Road	PFE Road				B	11.5
10	Walerga Road	“Riolo” Road				B	10.7

**Notes:** Blank table cell = Intersection does not exist under this scenario. Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four way stop intersections, but only average delay for minor street movements at two way stop intersections. Delay on some stop-signed, controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymont Road and Baseline Road.

<sup>3</sup> Observed long queues indicate intersection operates at LOS F.

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**EXISTING NO PROJECT WITH PFE ROAD CLOSED -  
A.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-10A**

Source:  
DKS Associates, 2007

<p>N/S Stop Sign LOS: E E/W Stop Sign DEL: 49.1</p>	<p>N/S Permitted LOS: E E/W Protected V/C: 0.97</p>	<p>N/S Protected LOS: D E/W Protected V/C: 0.89</p>	<p>N/S Stop Sign LOS: B E/W Stop Sign DEL: 13.0</p>	<p>N/S Protected LOS: E E/W Protected V/C: 0.95</p>
<b>1</b> Locust Ave & Baseline Rd Placer County	<b>2</b> Watt Ave & Baseline Rd Placer County	<b>3</b> Fiddlyment Rd & Baseline Rd Placer County	<b>4</b> Watt Ave & PFE Rd Placer County	<b>5</b> Walerga Rd & PFE Rd Placer County
<p>N/S Stop Sign LOS: A E/W Stop Sign DEL: 8.0</p>	<p>N/S Split Phase LOS: A E/W Protected V/C: 0.51</p>	<p>N/S Protected LOS: B E/W Protected V/C: 0.67</p>	<p>N/S Protected LOS: D E/W Protected V/C: 0.83</p>	<p>N/S Protected LOS: B E/W Protected V/C: 0.63</p>
<b>6</b> Cook Riolo & PFE Rd Placer County	<b>11</b> Junction Blvd & Baseline Rd City of Roseville	<b>12</b> Woodcreek Blvd & Baseline Rd City of Roseville	<b>13</b> Foothills Blvd & Baseline Rd City of Roseville	<b>14</b> Watt Ave & Elverta Rd Sacramento County
<p>N/S Protected LOS: D E/W Protected V/C: 0.87</p>	<p>N/S Protected LOS: C E/W Protected V/C: 0.70</p>	<p>N/S Protected LOS: E E/W Protected V/C: 0.92</p>	<p>N/S Protected LOS: B E/W Permitted DEL: 15.6</p>	<p>N/S Protected LOS: A E/W Permitted DEL: 7.3</p>
<b>15</b> Walerga Rd & Elverta Rd Sacramento County	<b>16</b> Watt Ave & Elkhorn Sacramento County	<b>17</b> Walerga Rd & Elkhorn Sacramento County	<b>18</b> El Centro & Riego Rd State Highway	<b>19</b> El Centro Blvd & Elverta Rd State Highway
<p>N/S Permitted LOS: C E/W Protected DEL: 21.0</p>	<p>N/S Protected LOS: C E/W Protected DEL: 30.3</p>	<p>N/S Permitted LOS: C E/W Permitted DEL: 21.6</p>	<p>N/S Permitted LOS: B E/W Permitted DEL: 13.6</p>	
<b>20</b> SB SR65 & Pleasant Grove State Highway	<b>21</b> NB SR65 & Pleasant Grove State Highway	<b>22</b> Riverside & WB I-80 State Highway	<b>23</b> Watt Ave & I-80 WB State Highway	

Source:  
DKS Associates, 2007

**EXISTING NO PROJECT WITH PFE ROAD CLOSED -  
P.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-10B**

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**EXISTING PLUS PROJECT WITH PFE ROAD CLOSED -  
A.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-11A**

Source:  
DKS Associates, 2007

<p>In 54 1 0 16 300 23 2 4 666 6 4 266 In 5 In</p> <p>N/S Stop Sign LOS: F E/W Stop Sign DEL: 50.8</p> <p>1 Locust Ave &amp; Baseline Rd Placer County</p>	<p>In 0 0 0 0 277 321 0 0 959 53 0 322 Ov 81 In</p> <p>N/S Permitted LOS: E E/W Protected V/C: 0.99</p> <p>2 Watt Ave &amp; Baseline Rd Placer County</p>	<p>In 346 437 42 152 275 343 567 20 474 322 In 708 41 20 474 322 In 64 In</p> <p>N/S Protected LOS: E E/W Protected V/C: 0.91</p> <p>3 Fiddlynt Rd &amp; Baseline Rd Placer County</p>	<p>In 0 327 52 19 0 0 204 0 4 0 453 223 In 0 0 In</p> <p>N/S Stop Sign LOS: E E/W Stop Sign DEL: 40.8</p> <p>4 Watt Ave &amp; PFE Rd Placer County</p>	<p>In 22 885 23 18 97 11 194 4 126 794 6 In 7 In</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.03</p> <p>5 Walerga Rd &amp; PFE Rd Placer County</p>
<p>In 57 2 50 86 83 7 34 4 49 7 18 15 In 4 In</p> <p>N/S Stop Sign LOS: A E/W Stop Sign DEL: 8.0</p> <p>6 Cook Riolo &amp; PFE Rd Placer County</p>	<p>Ov 191 0 69 123 491 0 292 1 0 0 0 In 702 1 0 0 0 In 0 In</p> <p>N/S Split Phase LOS: A E/W Protected V/C: 0.51</p> <p>11 Junction Blvd &amp; Baseline Rd City of Roseville</p>	<p>Ov 99 0 168 299 532 52 116 42 0 111 Ov 678 4 0 0 111 Ov 31 In</p> <p>N/S Protected LOS: B E/W Protected V/C: 0.68</p> <p>12 Woodcreek Blvd &amp; Baseline Rd City of Roseville</p>	<p>Ov 152 1,045 155 107 341 85 237 465 1,295 82 Ov 269 465 1,295 82 Ov 332 465 1,295 82 Ov Ov</p> <p>N/S Protected LOS: D E/W Protected V/C: 0.84</p> <p>13 Foothills Blvd &amp; Baseline Rd City of Roseville</p>	<p>In 202 427 135 92 247 313 274 413 668 404 In 534 413 668 404 In 161 413 668 404 In In</p> <p>N/S Protected LOS: A E/W Protected DEL: 0.60</p> <p>14 Watt Ave &amp; Elverta Rd Sacramento County</p>
<p>In 47 907 141 56 89 150 617 741 921 93 In 174 741 921 93 In 382 741 921 93 In In</p> <p>N/S Protected LOS: D E/W Protected V/C: 0.83</p> <p>15 Walerga Rd &amp; Elverta Rd Sacramento County</p>	<p>Ov 181 740 127 114 447 230 376 249 1,456 178 In 513 249 1,456 178 In 261 249 1,456 178 In Ov</p> <p>N/S Protected LOS: C E/W Protected V/C: 0.72</p> <p>16 Watt Ave &amp; Elkhorn Sacramento County</p>	<p>In 167 585 320 700 717 126 149 107 742 105 In 450 107 742 105 In 57 107 742 105 In In</p> <p>N/S Protected LOS: E E/W Protected V/C: 0.93</p> <p>17 Walerga Rd &amp; Elkhorn Sacramento County</p>	<p>Ig 76 1,247 1 46 15 293 6 4 13 1,782 553 Ig 11 4 13 1,782 553 Ig 12 4 13 1,782 553 Ig Ig</p> <p>N/S Protected LOS: B E/W Permitted DEL: 15.6</p> <p>18 El Centro &amp; Riego Rd State Highway</p>	<p>Ig 33 1,332 0 10 11 74 4 4 31 2,378 575 Ig 19 4 31 2,378 575 Ig 33 4 31 2,378 575 Ig Ig</p> <p>N/S Protected LOS: A E/W Permitted DEL: 5.8</p> <p>19 El Centro Blvd &amp; Elverta Rd State Highway</p>
<p>In 254 125 0 0 1,415 304 0 0 0 1,330 411 0 0 In 423 0 0 0 Ig</p> <p>N/S Permitted LOS: C E/W Protected DEL: 20.9</p> <p>20 SB SR65 &amp; Pleasant Grove State Highway</p>	<p>In 0 0 0 1,177 185 185 0 0 0 540 In 1,315 491 0 0 540 In 185 491 0 0 540 In Ig</p> <p>N/S Permitted LOS: C E/W Protected DEL: 30.6</p> <p>21 NB SR65 &amp; Pleasant Grove State Highway</p>	<p>Ig 739 1,070 0 164 597 0 0 0 2,111 0 Ig 0 0 2,111 0 Ig 0 0 2,111 0 Ig In</p> <p>N/S Permitted LOS: C E/W Permitted DEL: 22.0</p> <p>22 Riverside &amp; WB I-80 State Highway</p>	<p>Ig 381 1,649 0 139 484 0 0 0 2,174 556 Ig 0 0 2,174 556 Ig 0 0 2,174 556 Ig In</p> <p>N/S Permitted LOS: B E/W Permitted DEL: 13.6</p> <p>23 Watt Ave &amp; I-80 WB State Highway</p>	
<p>In 0 379 0 3 0 0 0 0 354 97 In 0 0 354 97 In In</p> <p>N/S Uncontrolled LOS: B[10.7] E/W Stop Sign DEL: 0.0</p> <p>7 Watt Ave &amp; Riolo Rd Placer County</p>	<p>In 51 0 18 166 166 0 95 4 0 0 0 In 298 4 0 0 0 In 0 4 0 0 0 In In</p> <p>N/S Stop Sign LOS: B[11.2] E/W Uncontrolled DEL: 2.3</p> <p>8 West Rd &amp; PFE Rd Placer County</p>	<p>In 11 0 17 33 173 0 63 4 0 0 0 In 254 4 0 0 0 In 0 4 0 0 0 In In</p> <p>N/S Stop Sign LOS: B[11.9] E/W Uncontrolled DEL: 1.5</p> <p>9 East Rd &amp; PFE Rd Placer County</p>	<p>In 75 915 0 0 0 0 31 4 46 961 0 In 0 4 46 961 0 In 34 4 46 961 0 In In</p> <p>N/S Uncontrolled LOS: F[98.2] E/W Stop Sign DEL: 3.3</p> <p>10 Walerga Rd &amp; Riolo Rd Placer County</p>	

**EXISTING PLUS PROJECT WITH PFE ROAD CLOSED - P.M. PEAK HOUR INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008 Riolo Vineyard Specific Plan EIR  
Placer County, California

**URS** **FIGURE 9-11B**

Source: DKS Associates, 2007

- Make fair share payment towards construction of a second through lane on the eastbound and westbound approaches to improve the intersection of Watt Avenue and Baseline Road to LOS B (V/C 0.63) in the p.m. peak hour.
- Make fair share payment towards construction of a second through lane on the southbound approach to improve the intersection of Walerga Road and Baseline Road to LOS D (V/C 0.85) in the a.m. peak hour and LOS C (V/C 0.76) in the p.m. peak hour.

The intersection improvement below is not part of a CIP and impact fees. The Applicant proposes to make a fair share payment, together with similar fair share payments from other projects, toward constructing the following improvement. There would be a significant and unavoidable impact in the short term until the following improvement is constructed. In the long term, with the construction of the following improvement, the impact would be reduced to a less-than-significant level.

- Make fair share payment towards construction of a second left turn lane on the eastbound and westbound approaches to improve the intersection of Walerga Road and Baseline Road to LOS D (V/C 0.85) in the a.m. peak hour and LOS C (V/C 0.76) in the p.m. peak hour.

The following improvements would reduce project-related impacts to a less-than-significant level.

- Construct a traffic signal, add a northbound and southbound left turn lane and a northbound right turn lane to improve the intersection of Watt Avenue and PFE Road to LOS A (V/C 0.54) in the a.m. peak hour and LOS A (V/C 0.50) in the p.m. peak hour.
- Construct a second through lane on both the northbound and southbound approaches, to improve the intersection of Walerga Road and PFE Road to LOS A (V/C 0.48) in the a.m. peak hour and LOS B (V/C 0.68) in the p.m. peak hour.

There would be a significant and unavoidable impact in the short term until these improvements are constructed. In the long term, with the construction of these improvements, the impact would be reduced to a less-than-significant level.

A credit toward payment of traffic mitigation fees for construction of improvements that are included in the CIP may be applied against the fee obligation. Specific construction obligations, fee credit, and reimbursement provisions will be addressed in Development Agreements between the County and Plan Area developers.

All of the above mitigation measures are part of the Placer Vineyards project or Placer Vineyards mitigation measures. If Placer Vineyards constructs these improvements first, then Riolo Vineyards should pay a fair-share contribution.



**City of Roseville Intersections – Existing Plus Project with PFE Road Closed**

<b>IMPACT 9-12:</b>	Under Existing Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes on City of Roseville intersections
<b>SIGNIFICANCE:</b>	Less than Significant
<b>MITIGATION:</b>	None Warranted

Under Existing Plus Project conditions, no improvements to the City of Roseville intersections were assumed beyond existing conditions. Figure 9-9 shows the daily traffic volumes on transportation analysis study area roadways in the City of Roseville under Existing Plus Project conditions with PFE Road closed. Figure 9-5 shows the key transportation analysis study area intersections in the City of Roseville. Table 9-32 presents the intersection LOS analysis at these intersections for the p.m. peak hour under the Existing Plus Project scenario. The traffic volumes and existing lane geometry at each intersection in Table 9-32 are shown on Figure 9-10 and 9-11. This analysis indicates that development of the Specific Plan under existing conditions would not cause significant impacts on Roseville intersections.

**Table 9-32  
P.M. Peak Hour Levels of Service at Study Intersections – City of Roseville  
Existing Plus Project Conditions – with PFE Road Closed**

Intersection		Existing Conditions		Existing Plus Project Conditions	
		Level of Service	Signalized Intersection (V/C Ratio)	Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway				
11. Junction Boulevard	Baseline Road	A	0.51	A	0.51
12. Woodcreek Boulevard	Baseline Road	B	0.67	B	0.68
13. Foothills Boulevard	Baseline Road	D	0.83	D	0.84

**Note:** Intersection numbers refer to Figure 9-5.



**Sacramento County Roadway Segments – Existing Plus Project with PFE Road Closed**

**IMPACT 9-13:** Under Existing Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes on Sacramento County roadways

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-9 shows the average daily traffic volumes on Sacramento County roadways within the transportation analysis study area under Existing Plus Project conditions with PFE Road closed. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-33. This analysis indicates that development of the proposed Specific Plan under Existing Conditions with PFE Road closed would not cause significant impacts on Sacramento County roadway segments.

**Table 9-33  
Roadway Segment Levels of Service – Sacramento County  
Existing Plus Project Conditions – With PFE Road Closed**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of SR 70/99	2	4,900	A	2	5,400	A
Elverta Road	East of Rio Linda Boulevard	2	7,900	A	2	8,400	A
Elverta Road	East of 16th Street	2	10,200	A	2	18,800	B
Elverta Road	West of Watt Avenue	2	18,900	F	2	19,200	F
Watt Avenue	North of Elverta Road	4 <sup>1</sup>	18,400	A	4 <sup>1</sup>	22,300	B
Watt Avenue	North of Antelope Road	4	29,100	D	4	29,700	D
Watt Avenue	North of Elkhorn Boulevard	4	38,000	F	4	38,900	F
Walerga Road	North of Elverta Road	4	22,900	B	4	24,800	B
Walerga Road	North of Antelope Road	4	41,100	F	4	42,200	F
Walerga Road	North of Elkhorn Boulevard	4	30,900	D	4	31,400	D

**Notes:** ADT = average daily traffic.

<sup>1</sup> Watt Avenue has two lanes from Placer County line to Black Eagle Road, four lanes from Silver Fern Drive to just north of Elverta Road, and six lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.



### Sacramento County Intersections – Existing Plus Project with PFE Road Closed

<b>IMPACT 9-14:</b>	Under Existing Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes at Sacramento County intersections
<b>SIGNIFICANCE:</b>	Less than Significant
<b>MITIGATION:</b>	None Warranted

Under Existing Plus Project conditions with PFE Road closed, no improvements were assumed for Sacramento County intersections in the transportation analysis study area beyond existing conditions. Figure 9-6 shows the key transportation analysis study area intersections in Sacramento County.

Tables 9-34 and 9-35 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions with PFE Road closed. The traffic volumes and existing lane geometry at each intersection in Tables 9-34 and 9-35 are shown on Figure 9-10 and 9-11. This analysis indicates that development of the proposed Specific Plan under Existing Conditions with PFE Road closed would not cause significant impacts at Sacramento County intersections.

**Table 9-34  
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County  
Existing Plus Project Conditions – with PFE Road Closed**

Intersection		Existing Conditions		Existing Plus Project Conditions	
		Level of Service	Signalized Intersection (V/C Ratio)	Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway				
14. Watt Avenue	Elverta Road	A	0.59	A	0.57
15. Walerga Road	Elverta Road	D	0.81	D	0.85
16. Watt Avenue	Elkhorn Boulevard	C	0.70	C	0.78
17. Walerga Road	Elkhorn Boulevard	D	0.56	C	0.70

**Note:** Intersection numbers refer to Figure 9-6.

<sup>1</sup> Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed, controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

**Table 9-35  
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County  
Existing Plus Project Conditions – with PFE Road Closed**

Intersection		Existing Conditions		Existing Plus Project Conditions	
		Level of Service	Signalized Intersection (V/C Ratio)	Level of Service	Signalized Intersection (V/C Ratio)
North-South Roadway	East-West Roadway				
14. Watt Avenue	Elverta Road	B	0.63	A	0.60
15. Walerga Road	Elverta Road	D	0.87	D	0.83
16. Watt Avenue	Elkhorn Boulevard	C	0.70	C	0.72
17. Walerga Road	Elkhorn Boulevard	E	0.92	E	0.93

**Note:** Intersection numbers refer to Figure 9-6.

<sup>1</sup> Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed, controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.



**Sutter County Roadway Segments – Existing Plus Project with PFE Road Closed**

**IMPACT 9-15:** Under Existing Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes on Sutter County roadway segments

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-9 shows the average daily traffic volumes on Sutter County roadways within the transportation analysis study area under Existing Plus Project conditions with PFE Road closed. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-36. This analysis indicates that development of the proposed Specific Plan under Existing Plus Project conditions with PFE Road closed would not cause significant impacts on the Sutter County roadway segment within the transportation analysis study area.

**Table 9-36  
Roadway Segment Level of Service – Sutter County  
Existing Plus Project Conditions – With PFE Road Closed**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	West of Pleasant Grove Road	2	9,900	A	2	10,200	A

**Note:** ADT = average daily traffic



**State Highway Segments – Existing Plus Project with PFE Road Closed**

**IMPACT 9-16:** Under Existing Plus Project conditions with PFE Road closed, the proposed project would increase volumes on SR 65, south of Blue Oaks Boulevard, and I-80, from Watt Avenue to SR 65, which currently operate at substandard LOS F conditions

**SIGNIFICANCE:** Significant

**MITIGATION:** Mitigation Measure 9-16a

**Proposed:** Mitigation Measure 9-16a

**Significance After Proposed Mitigation:** Significant

**Recommended:** None

**RESIDUAL SIGNIFICANCE:** Significant and Unavoidable

Figure 9-9 shows the average daily traffic volumes on state highways within the transportation analysis study area under Existing Plus Project conditions with PFE Road closed. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-37. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road closed would cause significant impacts at the following State Highway segments:

- Traffic would be added to the freeway segment, SR 65 from Blue Oaks Boulevard to I-80 that currently operates at a substandard LOS F.
- Traffic would be added to the freeway segment, I-80 from Madison Avenue to SR 65 that currently operates at a substandard LOS F.

The Applicant proposes to make a fair share payment through the SPRTA fees, together with similar fair share payments from other projects, toward widening of State Route 65 by two lanes to six lanes. There would be a significant and unavoidable impact in the short term until the widening of State Route 65 is constructed. In the long term, with the widening of State Route 65, the impact would be reduced to a less-than-significant level.

**Table 9-37  
Freeway Segment Levels of Service – State Highway  
Existing Plus Project Conditions – With PFE Road Closed**

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT <sup>1</sup>	LOS	Lanes	ADT <sup>1</sup>	LOS
SR 70/99 <sup>2</sup>	South of Riego Road	4	38,700	D	4	38,700	D
SR 70/99	South of Elverta Road	4	43,400	C	4	44,100	C
SR 70/99	South of Elkhorn Boulevard	4	53,000	C	4	53,700	C
SR 65	North of Blue Oaks	4	65,000	D	4	65,000	D
SR 65	North of Pleasant Grove	4	86,000	F	4	<b>86,100</b>	<b>F</b>
SR 65	South of Pleasant Grove	4	86,200	F	4	<b>86,300</b>	<b>F</b>
SR 65	South of Galleria Boulevard	4	88,200	F	4	<b>88,500</b>	<b>F</b>
I-80	West of Watt Avenue	10	145,800	D	10	145,500	D
I-80	East of Watt Avenue	12	240,000	F	12	240,000	F
I-80	West of Elkhorn Boulevard	11	207,400	F	11	<b>207,700</b>	<b>F</b>
I-80	East of Elkhorn Boulevard	10	184,600	F	10	<b>184,800</b>	<b>F</b>
I-80	West of Riverside Avenue	10	176,300	E	10	<b>176,700</b>	<b>E</b>
I-80	East of Riverside Avenue	6	159,700	F	6	<b>159,800</b>	<b>F</b>
I-80	West of Eureka Road	6	154,300	F	6	<b>154,500</b>	<b>F</b>
I-80	East of Eureka Road	6	159,800	F	6	<b>160,000</b>	<b>F</b>

**Notes:**

<sup>1</sup> ADT = average daily traffic

<sup>2</sup> Evaluated as expressway, not as a freeway

The widening of I-80, from Riverside Avenue to SR 65, by two lanes, for a total of eight lanes is partially funded by state funding sources. There would be a significant and unavoidable impact in the short term until the I-80 improvement is constructed. In the long term, with the construction of the I-80 improvement, the impact would be reduced to a less-than-significant level.

The widening of I-80 from Madison Avenue to Riverside Avenue is not identified as an element of any existing fee program, and inclusion of this improvement in a future fee program is not proposed or contemplated. Moreover, the widening of I-80 from Madison Avenue to Riverside Avenue is not included in the MTP, and may not be feasible. Therefore these impacts would be significant and unavoidable unless and until improvements are ultimately completed.

The widening of I-80 from Riverside Avenue to SR 65 is included in the MTP, and sufficient funding has been identified for westbound past SR 65 and for eastbound to Miner’s Ravine, but is not currently funded for eastbound between Miner’s Ravine and SR 65. The widening of SR 65 is not included in the MTP. The widening of I-80 from Madison Avenue to Riverside Avenue is not included in the MTP, and may not be feasible.



### State Highway Intersections – Existing Plus Project with PFE Road Closed

<b>IMPACT 9-17:</b>	Under Existing Plus Project conditions with PFE Road closed, the proposed project would increase delay at the following state highway intersections that currently operate at a substandard LOS: SR 70/99 at Riego Road and SR 70/99 at Elverta Road
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 9-17a
<b>Proposed:</b>	Mitigation Measure 9-17a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Significant and Unavoidable

Under Existing Plus Project conditions with PFE Road closed, no improvements were assumed for state highway intersections in the transportation analysis study area beyond existing conditions. Figure 9-6 shows the key transportation analysis study area intersections on state highways. Tables 9-38 and 9-39 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions with PFE Road closed. The traffic volumes and existing lane geometry at each intersection in Tables 9-38 and 9-39 are shown on Figure 9-10 and 9-11. This analysis indicates that development of the proposed Specific Plan under existing conditions with PFE Road open would cause a significant impact at the State Highway intersection of SR 70/99 and Riego Road which already operates at a substandard LOS F in the a.m. peak hour.

**Table 9-38  
A.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Existing Plus Project Conditions – With PFE Road Closed**

Intersection		Existing Conditions		Existing Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18. SR 70/99	Riego Road	E	79.6	F	84.7
19. SR 70/99	Elverta Road	D	54.0	E	61.8
20. SB SR 65	Pleasant Grove Road	C	23.5	C	23.4
21. NB SR 65	Pleasant Grove Road	B	18.4	B	18.9
22. Riverside Avenue	I-80 WB	B	15.9	B	15.3
23. Watt Avenue	I-80 WB	B	16.1	B	16.1

**Table 9-39  
P.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Existing Plus Project Conditions – With PFE Road Closed**

Intersection		Existing Conditions		Existing Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18. SR 70/99	Riego Road	B	15.6	B	15.6
19. SR 70/99	Elverta Road	A	7.3	B	5.8
20. SB SR 65	Pleasant Grove Road	C	21.0	C	20.9
21. NB SR 65	Pleasant Grove Road	C	30.3	C	30.6
22. Riverside Avenue	I-80 WB	C	21.6	C	22.0
23. Watt Avenue	I-80 WB	B	13.6	B	13.6

The Applicant proposes to make a fair share payment, together with similar fair share payments from other projects, toward constructing the Riego Road interchange. There would be a significant and unavoidable impact in the short term until the following improvement is constructed. No fee program for the Riego Road interchange currently exists. Due to the fact that the Riego Road interchange is not fully funded, and no timeframe for completion has been identified, the impact is considered significant and unavoidable.



**9.3.3.4 Transit Services**

**IMPACT 9-18:** Additional transit patrons will not be accommodated by existing transit service

**SIGNIFICANCE:** Potentially Significant

**MITIGATION:** Mitigation Measure 9-18a

**Proposed:** Mitigation Measure 9-18a

**Significance After Proposed Mitigation:** Potentially Significant

**Recommended:** None

**RESIDUAL SIGNIFICANCE:** Potentially Significant

A variety of transit services are currently provided in Placer County. The proposed specific plan area is not currently served by transit because there is very little population, employment, or retail activity in the area. The closest transit services to the Plan Area are Roseville Transit and Sacramento Regional Transit (RT).

The 933 residential units in the specific plan area would generate a demand for new transit services. If transit services are not provided to the specific plan area, an “unmet transit need” would likely be identified prior to buildout of the Specific Plan. Such unmet transit needs are defined by Placer County Transportation Planning Agency (PCTPA) and are reviewed on a regular basis. To meet a potential unmet transit need, Placer County would need to provide a reasonable amount of transit service to the specific plan area. Such service could include the following:

- A fixed bus route connecting the specific plan area to the Watt/I-80 Light Rail station and/or to a transit center in the City of Roseville. This would consist of regular route service all day, running at least hourly. The route would probably be combined with routes that would serve other growth areas in West Placer County such as Placer Vineyards.
- Dial-a-ride (demand-response) service for transit-dependent persons within the specific plan area with potential service to important services outside the specific plan area (hospitals, etc.) and also to provide general public transit service to the entire specific plan area. This would serve as a feeder into the fixed routes.
- Bus stops. It would be reasonable to plan for sheltered bus stops at one-half-mile intervals along the fixed routes, including along Watt Avenue, Walerga Road and PFE Road.

Such services would be relatively costly due to the trip lengths involved. Placer County would receive some additional funding for transit services due to buildout of the specific plan area through Transportation Development Act sources because these funds are based on population. However, the additional funds may not be adequate to implement limited transit service to the specific plan area, given its location in Placer County.

As noted above, it is likely that economies of scale could be achieved by contracting with other providers for transit services. For example, Sacramento RT could be approached to extend SRs 19, 84, 100, and 101 1 mile north to the specific plan area. These routes currently provide a connection to the Watt/I-80 Light Rail station. For example, Roseville Transit could be approached to extend Route M 2 miles south to the specific plan area.

The proposed project would construct bus stops on northbound Watt Avenue north of PFE Road, westbound PFE Road along the Commercial property and westbound PFE Road east of Watt Avenue. Bus stops would be constructed by the Applicant with roadway frontage improvements on PFE Road and Watt Avenue.

In the General Plan, Placer County has designated some “transit corridors” where “high capacity” transit service may be possible. The designation of these transit corridors is intended to promote transit use through land use and design standards that enhance transit accessibility. In the vicinity of the proposed specific plan area, the County has designated Watt Avenue as an arterial transit corridor. Ongoing planning for Bus Rapid Transit (BRT) in West Placer County envisions a BRT route that continues north of Baseline Road. In Sacramento County, Watt Avenue has been designated as a BRT corridor in the Metropolitan Transportation Plan. Due to these designations, adequate right-of-way should be provided along Watt Avenue beside the specific plan area for a potential exclusive BRT facility.

The Applicant may propose a Community Service Area (CSA) to cover transit service to the proposed project and/or the Applicant may seek annexation to the proposed Placer Vineyards project CSA west of the Plan Area. The County may consider implementing one CSA boundary to cover both of these proposed project sites. The proposed project shall create a CSA to fund the cost of transit services and any related capital costs for buses, passenger amenities, and facilities. If a CSA is implemented, this impact would be reduced to a less-than-significant level. If not, this impact would remain significant.



### **9.3.3.5 Recreational and Transportation Related Bicycle Trips**

The proposed project, with its 933 residential units, would generate a demand for safe and convenient bicycle facilities, especially for recreational experiences. The Specific Plan would provide approximately 4 miles of Class I off-street bicycle trails located within open space and landscape corridors along thoroughfares and arterial streets. Class II on-street bicycle lanes are proposed within the right-of-way of arterial and collector roadways. There would be a need to connect these bicycle trails and lanes within the specific plan area to the bikeway systems in adjacent jurisdictions. This includes provision of bicycle lanes on Watt Avenue into Sacramento County, which would be built by the Placer Vineyards project.

The proposed bikeway system in the specific plan area appears to meet the intent of the General Plan policies.

### **9.3.3.6 Cumulative Plus Project Conditions with PFE Road Open**

Cumulative conditions were based on the best estimates of 2025 market levels of development throughout the region. The Cumulative No Project condition assumes 2025 development levels outside the Specific Plan site, and no new development on the Specific Plan site. The regional roadway improvements assumed under 2025 conditions are described earlier in this section, and are shown on Figure 9-12.

The traffic impacts of fully developing the proposed project under Cumulative conditions were determined by comparing its traffic operations to the Cumulative No Project scenario with the PFE Road open. Figure 9-13 shows the average daily traffic volumes on transportation analysis study area roadways under the Cumulative No Project conditions with PFE Road open.

The Placer County Travel Demand Model was used to estimate and distribute project-related trips. The estimated trip generation of these conditions is outlined in Table 9-16. To provide the best estimate of the proposed project's impact on traffic volumes, the model's estimated traffic volume under Existing No Project conditions was subtracted from the model's traffic volume estimate under the Cumulative Plus Project conditions for each roadway segment and each intersection turning movement. These differences were then added to existing traffic count data to provide a refined estimate of traffic volumes under Cumulative Plus Project conditions with PFE Road open.

The analysis of Cumulative Plus Project conditions with PFE Road open assumed that the only changes to the Cumulative No Project roadway network (described earlier in this section) would be the addition of the internal roadways to the specific plan area. Figure 9-12 shows the roadway network and lanes in the vicinity of the specific plan area that were assumed in the traffic analysis.

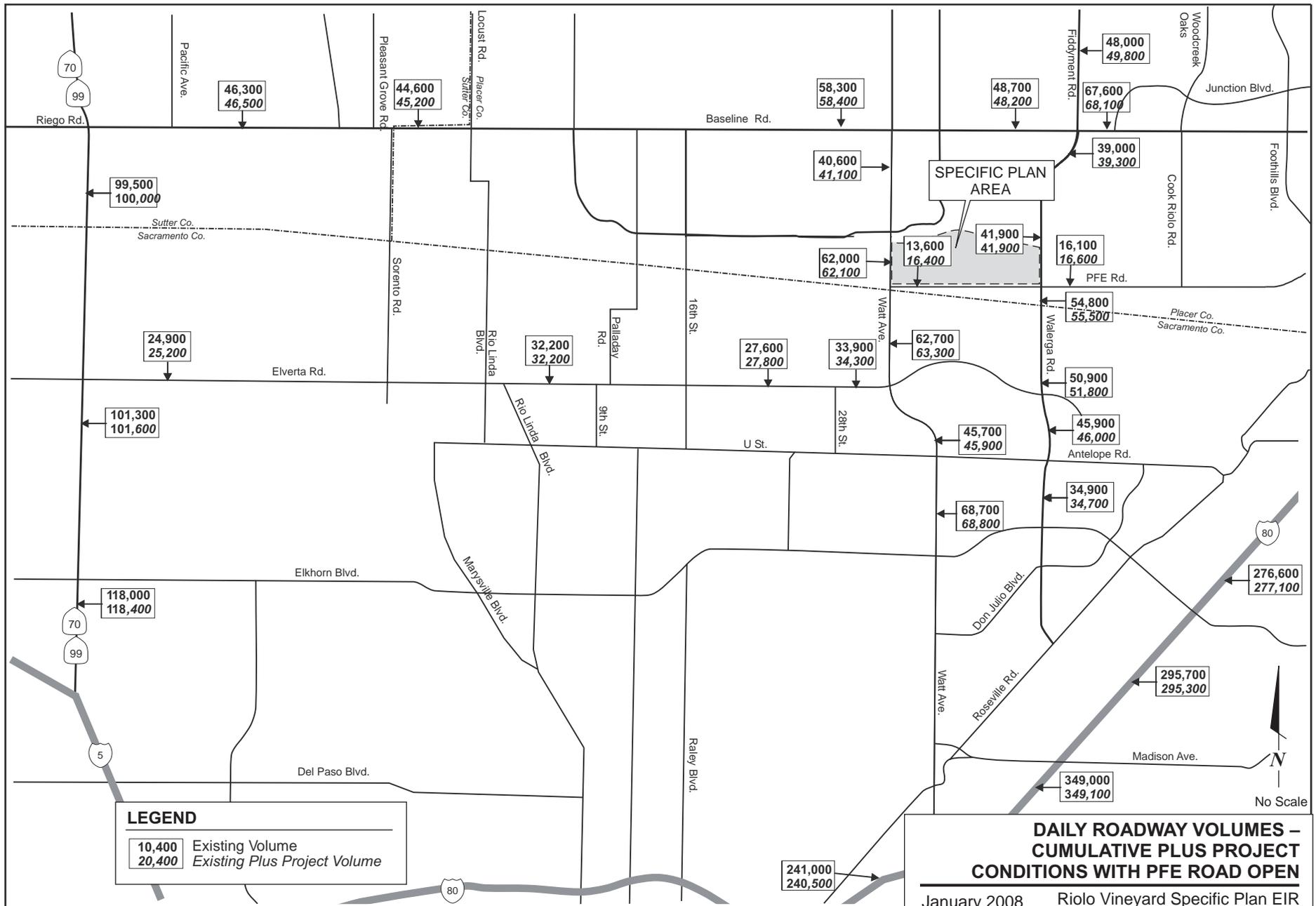
As described previously, the five jurisdictions and agencies in the transportation analysis study area (Placer County, City of Roseville, Sacramento County, Sutter County, and Caltrans) have different LOS policies. Therefore, the traffic impacts of development of the specific plan area are discussed separately for each jurisdiction.

Figure 9-14 shows the average daily traffic volumes on unincorporated Placer County roadways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road open.

Also as described previously, the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto existing traffic counts. Rather, the County's Travel Demand Model is used to predict how travel patterns would change if the Specific Plan land uses were







Source:  
DKS Associates, 2007

added to existing or buildout land uses. The model redistributes trips and can cause traffic on some roadways to decrease and cause changes in “critical” traffic movements at intersections, sometimes at intersections some distance from the specific plan area.

### Placer County Roadways – Cumulative Plus Project with PFE Road Open

<b>IMPACT 9-19:</b>	Under Cumulative Plus Project conditions with PFE Road open, the proposed project would cause PFE Road east of Watt Avenue to operate at LOS E. Walerga Road south of PFE Road and Baseline Road west of Locust Road would have an increased volume to capacity ratio of more than 1 percent at an already substandard LOS
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 9-19a
<b>Proposed:</b>	Mitigation Measure 9-19a
<b>Significance After Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

A roadway segment LOS analysis for Placer County roadways based on the cumulative daily traffic volumes is presented in Table 9-40. This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions with PFE Road open would cause LOS to degrade on the following segments:

**Table 9-40**  
**Roadway Segment Levels of Service – Unincorporated Placer County**  
**Cumulative Plus Project Conditions – with PFE Road Open**

Roadway	Segment	Cumulative No Project Condition			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Watt Avenue	South of Baseline Road	6	40,600	C	6	41,100	C
Watt Avenue	North of PFE Road	6	62,000	F	6	62,100	F
Walerga Road	South of Baseline Road	4	39,000	F	4	39,300	F
Walerga Road	North of PFE Road	4	41,900	F	4	41,900	F
Walerga Road	South of PFE Road	4	54,800	F	4	<b>55,500</b>	<b>F</b>
Baseline Road	West of Locust Road	6	44,600	D	6	<b>45,200</b>	<b>D</b>
Baseline Road	West of Watt Avenue	6	58,300	F	6	58,400	F
Baseline Road	West of Walerga Road	6	48,700	E	6	48,200	D
PFE Road	East of Watt Avenue	2	13,600	C	2 (3) <sup>1</sup>	<b>16,400</b>	<b>E (B)<sup>1</sup></b>
PFE Road	East of Walerga Road	2	16,100	D	2	16,600	E

**Notes:**

ADT = average daily traffic. Significant impacts are highlighted in **bold**.

<sup>1</sup> The project would widen PFE Road to two lanes westbound but only one lane eastbound. The daily roadway analysis should be used with an even number of lanes. There is likely to be enough capacity westbound but there could be not enough capacity eastbound. Therefore the mitigation measure would be to add the second eastbound lane.

- Walerga Road south of PFE Road would operate at LOS F and the volume to capacity ratio would increase by 2 percent.
- Baseline Road west of Locust Road would operate at LOS D and the volume to capacity ratio would increase by 1 percent.
- PFE Road from Watt Avenue to Walerga Road would degrade from LOS C to LOS E

The widening of PFE Road to four lanes is not included in the County CIP. Therefore, a separate mechanism would be created to ensure that the Applicant's fair share payment, toward the widening of PFE Road to four lanes from Watt Avenue to Walerga Road to provide LOS A, together with similar fair share payments from other projects, is collected for the construction of the identified improvement. The mechanism would consist of either a new fee program or the modification of an existing fee program. If the improvement is constructed, the impact would be less than significant. However, due to the uncertainty as to whether sufficient matching funds can be obtained to actually build this improvement not associated with an existing traffic mitigation fee program, and that further widening of Walerga Road to six lanes or Baseline Road to eight lanes is not feasible, this impact is considered potentially significant.

The above mitigation measure to improve PFE Road is a Placer Vineyards mitigation measure. If Placer Vineyards constructs this improvement first, then Riolo Vineyards should pay a fair-share contribution.



#### **Placer County Intersections – Cumulative Plus Project with PFE Road Open**

<b>IMPACT 9-20:</b>	Under Cumulative Plus Project conditions with PFE Road open, the proposed project would cause the intersection of Watt Avenue at PFE Road to operate at LOS D, and the following intersections to have an increase in the volume to capacity ratio of more than 1 percent at a substandard LOS: Watt Avenue at Baseline Road, Fiddymont Road/Walerga Road at Baseline Road, Walerga Road at PFE Road, and Cook-Riolo Road at PFE Road
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 9-20a
<b>Proposed:</b>	Mitigation Measure 9-20a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Significant and Unavoidable

The proposed *Riolo Vineyards Specific Plan* provides typical cross-sections for the roadways within the specific plan area. Additional right-of-way is typically provided near major intersections on arterial and collector roadways to accommodate additional turn lanes. The proposed Specific Plan provides information concerning right-of-way and turn lanes at intersections.

If additional turn lanes are needed to provide LOS C or better conditions at an intersection within the specific plan area beyond what is proposed in the Specific Plan, a significant impact would be identified, and these additional lanes would be considered mitigation measures.

A planning level signal warrant analysis was conducted under Cumulative No Project conditions with PFE Road open to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections should be signalized by 2025:

- Locust Road and Baseline Road
- Watt Avenue and PFE Road

Figure 9-3 shows the key transportation analysis study area intersections in unincorporated Placer County. Tables 9-41 and 9-42 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Cumulative Plus Project conditions with PFE Road open. The traffic volumes and lane geometry at each intersection in Tables 9-41 and 9-42 are shown on Figure 9-15 and 9-16. This analysis indicates that development of the Specific Plan under Cumulative Plus Project conditions with PFE Road open would cause the LOS to degrade at the following intersections:

- Watt Avenue and Baseline Road would degrade from LOS F (V/C 1.17) to LOS F (V/C 1.19) in the a.m. peak hour.
- Fiddymment Road/Walerga Road and Baseline Road would degrade from LOS F (V/C 1.27) to LOS F (V/C 1.28) in the a.m. peak hour and from LOS F (V/C 1.23) to LOS F (V/C 1.25) in the p.m. peak hour.
- Walerga Road and PFE Road would degrade from LOS F (V/C 1.11) to LOS F (V/C 1.17) in the a.m. peak hour and from LOS F (V/C 1.63) to LOS F (V/C 1.69) in the p.m. peak hour.
- Cook-Riolo Road and PFE Road would degrade from LOS F (delay 233.3) to LOS F (delay 249.8) in the a.m. peak hour
- “West” Road and PFE Road would operate at LOS D (delay 29.5) in the p.m. peak hour
- “East” Road and PFE Road would operate at LOS D (delay 29.5) in the p.m. peak hour
- Walerga Road and “Riolo” Road would operate at LOS E (delay 37.6) in the a.m. peak hour LOS D (delay 27.1) in the p.m. peak hour.

Improvement of these intersections is not included in the County CIP. Therefore, a separate mechanism would be created to ensure that the Applicant’s fair share payment, together with similar fair share payments from other projects, is collected toward constructing the following improvements:

- There is no feasible mitigation measure for the intersection of Watt Avenue and Baseline Road.
- There is no feasible mitigation measure for the intersection of Fiddymment Road/Walerga Road and Baseline Road.
- Construct a third through lane on the northbound and southbound approaches; a second through lane to the eastbound and westbound approaches; and a second left-turn lane to the northbound, eastbound, and westbound approaches to improve the intersection of Walerga Road and PFE Road to LOS E.
- Construct a traffic signal and left turn lanes on all approaches to improve the intersection of Cook-Riolo Road and PFE Road to LOS C in the a.m. peak hour and LOS E in the p.m. peak hour.
- There is no feasible mitigation measure for the intersection of “West” Road and PFE Road (a traffic signal is not warranted).

**Table 9-41  
A.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County  
Cumulative Plus Project Conditions – with PFE Road Open**

Intersection		Cumulative No Project Conditions			Cumulative Plus Project Conditions			
		Level of Service	LOS Criteria		Level of Service	LOS Criteria		
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>
1	Locust Road	Baseline Road	A	0.59		B	0.61	
2	Watt Avenue	Baseline Road	F	1.17		<b>F</b>	<b>1.19</b>	
3	Fiddymment Road <sup>2</sup>	Baseline Road	F	1.27		<b>F</b>	<b>1.28</b>	
4	Watt Avenue	PFE Road	C	0.77		<b>D</b>	<b>0.84</b>	
5	Walerga Road	PFE Road	F	1.11		<b>F</b>	<b>1.17</b>	
6	Cook-Riolo Road	PFE Road	F		233	<b>F</b>		<b>249.8</b>
7	Watt Avenue	“Riolo” Road				C		22.0
8	“West” Road	PFE Road				C		20.9
9	“East” Road	PFE Road				C		22.3
10	Walerga Road	“Riolo” Road				<b>E</b>		<b>37.6</b>

**Notes:** Blank table cell = Intersection does not exist under this scenario. Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four-way stop intersections, but only average delay for minor street movements at two-way stop intersections. Delay on some stop-signed, controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymment Road and Baseline Road.

**Table 9-42  
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County  
Cumulative Plus Project Conditions – with PFE Road Open**

Intersection		Cumulative No Project Conditions			Cumulative Plus Project Conditions			
		Level of Service	LOS Criteria		Level of Service	LOS Criteria		
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>
1	Locust Road	Baseline Road	E	0.97		E	0.93	
2	Watt Avenue	Baseline Road	F	1.15		F	1.13	
3	Fiddymment Road <sup>2</sup>	Baseline Road	F	1.23		<b>F</b>	<b>1.25</b>	
4	Watt Avenue	PFE Road	C	0.71		C	0.76	
5	Walerga Road	PFE Road	F	1.63		<b>F</b>	<b>1.69</b>	
6	Cook-Riolo Road	PFE Road	F		277.1	<b>F</b>		<b>285.5</b>
7	Watt Avenue	“Riolo” Road				C		25.0
8	“West” Road	PFE Road				<b>D</b>		<b>29.5</b>
9	“East” Road	PFE Road				<b>D</b>		<b>31.9</b>
10	Walerga Road	“Riolo” Road				<b>D</b>		<b>27.1</b>

**Notes:** Blank table cell = Intersection does not exist under this scenario. Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four way stop intersections, but only average delay for minor street movements at two-way stop intersections. Delay on some stop-signed, controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymment Road and Baseline Road.



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**CUMULATIVE NO PROJECT WITH PFE ROAD OPEN -  
P.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-15B**

Source:  
DKS Associates, 2007

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**CUMULATIVE PLUS PROJECT WITH PFE ROAD OPEN -  
A.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-16A**

Source:  
DKS Associates, 2007

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<b>20</b> SB SR-65 & Pleasant Grove State Highway	<b>21</b> NB SR-65 & Pleasant Grove State Highway	<b>22</b> WB I-80 & Riverside State Highway	<b>23</b> Watt Ave & I-80 WB State Highway																																																																																																																																																																																																																																																																

**CUMULATIVE PLUS PROJECT WITH PFE ROAD OPEN -  
P.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-16B**

Source:  
DKS Associates, 2007

- Construct a traffic signal to improve the intersection of “East” Road and PFE Road to LOS A in the p.m. peak hour. A signal is justified by a school crossing pedestrian warrant.
- There is no feasible mitigation measure for the intersection of Walerga Road and “Riolo” Road (a traffic signal is not warranted). Left turns are already prohibited.

The mechanism would consist of either a new fee program or the modification of an existing fee program. If the improvements are constructed, the impact would be less than significant. However, due to the uncertainty as to whether sufficient matching funds can be obtained to actually build this improvement within a defined timeframe, which is not associated with an existing traffic mitigation fee program, the impact is considered potentially significant.

No mitigation is identified for the intersection of Watt Avenue with Baseline Road and Fiddymont Road/Walerga Road and Baseline Road. These intersections cannot be mitigated because Placer County does not allow eight-lane roads or triple left-turn lanes. This impact would be significant.

The above mitigation measure to improve the intersection of Walerga Road and PFE Road is a Placer Vineyards mitigation measure. If Placer Vineyards constructs this improvement first, then Riolo Vineyards should pay a fair-share contribution.



**City of Roseville – Cumulative Plus Project with PFE Road Open**

<b>IMPACT 9-21:</b>	Under Cumulative Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes at City of Roseville intersections
<b>SIGNIFICANCE:</b>	Less than Significant
<b>MITIGATION:</b>	None Warranted

The City of Roseville has requested that the analysis of the traffic impacts related to the proposed Riolo Vineyards Specific Plan on Roseville’s roadway system be based on the same assumptions used by the City for their CIP. Like the cumulative analysis of the project-related traffic impacts in Placer and Sacramento counties, Roseville’s CIP analysis is based on the Placer County Travel Demand Model, but its land use assumptions differ as follows:

- The Roseville CIP assumes the same level of development within the City of Roseville as the Cumulative analysis of the impacts of the proposed project—that is, buildout of all entitled land under its General Plan.
- For areas of Placer County outside of Roseville, the Roseville CIP assumes 2020 development levels, but only for entitled land uses under current General Plans. The Cumulative impact analysis of the proposed project assumes 2025 market levels of development in Placer County and includes proposed development projects in Placer and northern Sacramento counties.
- The Roseville CIP assumes SACOG’s 2020 development estimates for Sacramento County. The Cumulative impact analysis of the proposed project on roadways in Placer and Sacramento counties assumes SACOG’s 2025 development estimates for Sacramento County except in Elverta, where it assumes full buildout of the proposed Elverta Specific Plan.
- The Roseville CIP assumes about 776 dwelling units and some non-residential development in the project.

The scenarios used to evaluate the impacts of the proposed project on the City of Roseville’s roadway system under Cumulative conditions are as follows:

- Cumulative No Project (based on City of Roseville’s 2020 development assumptions)
- Cumulative Plus Project (2020 development plus buildout of Riolo Vineyards Specific Plan)

Roseville’s Travel Demand Model was used to estimate future traffic volumes with and without the proposed project. The City of Roseville LOS policy calls for maintenance of an LOS C standard at 70 percent of all signalized intersections and roadway segments in the city during the p.m. peak hour. For this Draft EIR, LOS was evaluated at all of the 159 existing and planned signalized intersections throughout the City of Roseville. The addition of the proposed project was not assumed to add any signals to the City of Roseville.

Figure 9-14 shows the daily traffic volumes on transportation analysis study area roadways in the City of Roseville under the Cumulative Plus Project conditions with PFE Road open. It should be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto cumulative conditions without the proposed project. Rather, the City’s Travel Demand Model is used to predict how travel patterns would change if the project land uses are added to cumulative land uses. The model redistributes trips and can cause traffic on some roadways to decrease and cause changes in “critical” traffic movements at intersections, sometimes at intersections some distance from the proposed project.

No City of Roseville intersections would experience a significant impact under Cumulative Plus Project conditions if PFE Road remains open.

Table 9-43 shows the number and percentage of intersections that would operate at LOS C or better under both Cumulative No Project and Cumulative Plus Project conditions, assuming no additional roadway improvements beyond the current City of Roseville CIP program and that PFE Road remains open. Under No Project conditions, 117 of the 159 total intersections would operate at LOS C or better. This represents 73.6 percent of the total signalized intersections citywide. Addition of the proposed project would result in 118 (or 74.2 percent) of the total signalized intersections operating at LOS C or better.

**Table 9-43  
Number of Intersections Operating at LOS C or Better – City of Roseville  
Cumulative Plus Proposed Project Conditions – With PFE Road Open**

Level of Service	Cumulative No Project Conditions		Cumulative Plus Project Conditions	
LOS A-C	117	73.6%	118	74.2%
LOS D	23	14.5%	22	13.8%
LOS E	15	9.4%	15	9.4%
LOS F	4	2.5%	4	2.5%
Total Intersections	159	100%	159	100%



### Sacramento County Roadways – Cumulative Plus Project with PFE Road Open

**IMPACT 9-22:** Under Cumulative Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes on Sacramento County roadways

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-14 shows the average daily traffic volumes on Sacramento County roadways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road open. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-44. This analysis indicates that development of the proposed project under Cumulative Plus Project with PFE Road open conditions would not cause significant impacts on Sacramento County roadway segments.

**Table 9-44  
Roadway Segment Levels of Service – Sacramento County  
Cumulative Plus Project Conditions with PFE Road Open**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of SR 70/99	4	24,900	B	4	25,200	B
Elverta Road	East of Rio Linda Boulevard	4	32,200	D	4	32,200	D
Elverta Road	East of 16th Street	4	27,600	C	4	27,800	C
Elverta Road	West of Watt Avenue	4	33,900	E	4	34,300	E
Watt Avenue	North of Elverta Road	4	62,700	F	4	63,300	F
Watt Avenue	North of Antelope Road	4	45,700	F	4	45,900	F
Watt Avenue	North of Elkhorn Boulevard	6	68,700	F	6	68,800	F
Walerga Road	North of Elverta Road	4	50,900	F	4	51,800	F
Walerga Road	North of Antelope Road	4	45,900	F	4	46,000	F
Walerga Road	North of Elkhorn Boulevard	4	34,900	E	4	34,700	E

**Note:** ADT = average daily traffic.

### Sacramento County Intersections – Cumulative Plus Project with PFE Road Open

**IMPACT 9-23:** Under Cumulative Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes at Sacramento County intersections

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-6 shows the key transportation analysis study area intersections in Sacramento County. Tables 9-45 and 9-46 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Cumulative Plus Project conditions with PFE Road open. The traffic volumes and lane geometry at each intersection in Tables 9-45 and 9-46 are shown on Figure 9-15 and 9-16. This analysis indicates that development of the proposed project under Cumulative Plus Project conditions with PFE Road open would not cause LOS impacts at Sacramento County intersections.

**Table 9-45  
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County  
Cumulative Plus Project Conditions – with PFE Road Open**

Intersection		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
		Level of Service	LOS Criteria	Level of Service	LOS Criteria
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)		Signalized Intersection (V/C Ratio)
14. Watt Avenue	Elverta Road	F	1.14	F	1.14
15. Walerga Road	Elverta Road	F	1.37	F	1.37
16. Watt Avenue	Elkhorn Boulevard	F	1.07	F	1.08
17. Walerga Road	Elkhorn Boulevard	E	0.86	E	0.83

**Notes:**  
 Significant impacts are highlighted in **bold**.  
 Intersection numbers refer to Figure 9-6.  
 V/C = volume to capacity.

**Table 9-46  
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County  
Cumulative Plus Project Conditions – with PFE Road Open**

Intersection		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
		Level of Service	LOS Criteria	Level of Service	LOS Criteria
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)		Signalized Intersection (V/C Ratio)
14. Watt Avenue	Elverta Road	F	1.27	F	1.27
15. Walerga Road	Elverta Road	F	1.36	F	1.33
16. Watt Avenue	Elkhorn Boulevard	F	1.28	F	1.30
17. Walerga Road	Elkhorn Boulevard	F	1.00	F	1.00

**Notes:**  
 Significant impacts are highlighted in **bold**.  
 Intersection numbers refer to Figure 9-6.  
 V/C = volume to capacity.



**Sutter County Roadway Segments – Cumulative Plus Project with PFE Road Open**

**IMPACT 9-24:** Under Cumulative Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes on Sutter County roadway segments

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Under Cumulative No Project conditions, about half of the potential 17,500 dwelling units that could be constructed in the proposed Sutter Pointe specific plan area under Sutter County’s recently passed Measure M were assumed. That level of development would require improvements to local roadways, including Riego Road. Under Cumulative No Project conditions with PFE Road open, those improvements contained in SACOG’s MTP were assumed, including an interchange at Riego Road and SR 70/99, and the widening of

Riego Road from two lanes to six lanes from SR 70/99 to the Placer County line. Federal and state regulations require that the MTP be financially constrained and contain a set of transportation improvements that have realistic funding sources. The MTP assumed that improvements to Riego Road and other roadways in south Sutter County would be funded primarily by development in that area.

Figure 9-14 shows the average daily traffic volumes on Sutter County roadways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road open. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-47. This analysis indicates that development of the proposed Specific Plan under Cumulative Plus Project conditions with PFE Road open would not cause significant impacts on the Sutter County roadway segment within the transportation study area.

**Table 9-47  
Roadway Segment Level of Service – Sutter County  
Cumulative Plus Project Conditions – PFE Road Open**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	West of Pleasant Grove Road	6	46,300	D	6	46,500	D

Note: ADT = average daily traffic



**State Highway Segments – Cumulative Plus Project with PFE Road Open**

**IMPACT 9-25:** Under Cumulative Plus Project conditions with PFE Road open, the proposed project would contribute traffic to the freeway segment between Riego Road and Elkhorn Boulevard on SR 70/99 and between Watt Avenue and Eureka Road on I-80, which would be operating at LOS F under Cumulative No Project conditions

**SIGNIFICANCE:** Significant

**MITIGATION:** None

**Proposed:** None

**Significance After Proposed Mitigation:** Significant

**Recommended:** None

**RESIDUAL SIGNIFICANCE:** Significant and Unavoidable

Figure 9-14 shows the average daily traffic volumes on state highways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road open. A roadway segment LOS analysis for state highways based on these daily traffic volumes is presented in Table 9-48. This analysis indicates that development of the proposed Specific Plan under Cumulative Plus Project conditions with PFE Road open would cause significant impacts at the following State Highway segments:

- Traffic would be added to the freeway segment of SR 70/99 from Riego Road to I-5, that would operate at a substandard LOS without the project.
- Traffic would be added to the freeway segment, I-80 from Watt Avenue to Eureka Road, that would operate at a substandard LOS F without the project.

**Table 9-48  
Freeway Segment Levels of Service – State Highway  
Cumulative Plus Project Conditions – PFE Road Open**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT <sup>1</sup>	LOS	Lanes	ADT <sup>1</sup>	LOS
SR 70/99	South of Riego Road	4	99,500	F	4	<b>100,000</b>	<b>F</b>
SR 70/99	South of Elverta Road	4	101,300	F	4	<b>101,600</b>	<b>F</b>
SR 70/99	South of Elkhorn Boulevard	4	118,000	F	4	<b>118,400</b>	<b>F</b>
SR 65	North of Blue Oaks	4	121,300	F	4	121,300	F
SR 65	North of Pleasant Grove	4	132,600	F	4	132,500	F
SR 65	South of Pleasant Grove	4	130,500	F	4	130,500	F
SR 65	South of Galleria Boulevard	4	140,200	F	4	140,200	F
I-80	West of Watt Avenue	10	241,000	F	10	240,500	F
I-80	East of Watt Avenue	12	349,000	F	12	<b>349,100</b>	<b>F</b>
I-80	West of Elkhorn Boulevard	11	295,700	F	11	295,300	F
I-80	East of Elkhorn Boulevard	10	276,600	F	10	<b>277,100</b>	<b>F</b>
I-80	West of Riverside Avenue	10	275,400	F	10	<b>276,300</b>	<b>F</b>
I-80	East of Riverside Avenue	8	241,400	F	8	<b>241,800</b>	<b>F</b>
I-80	West of Eureka Road	8	239,400	F	8	<b>239,800</b>	<b>F</b>
I-80	East of Eureka Road	8	243,400	F	8	243,300	F

**Note:**

<sup>1</sup> ADT = average daily traffic

Future improvements that would mitigate the impact to state highways are not identified as an element of any existing fee program and inclusion of these improvements in a future fee program is not proposed or contemplated. Moreover, the widening of I-80 from Watt Avenue to Eureka Road, beyond the eight-lane widening from Riverside Avenue to SR 65, is not included in the MTP, and may not be feasible. Therefore these impacts would be significant and unavoidable unless and until improvements are ultimately completed.



**State Highway Intersections – Cumulative Plus Project with PFE Road Open**

**IMPACT 9-26:** Under Cumulative Plus Project conditions with PFE Road open, the proposed project would increase traffic volumes at state highway intersections

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Under Cumulative Plus Project conditions with PFE Road open, the existing intersections on SR 70/99 at Elverta Road and at Riego Road are assumed to be replaced with interchanges. Figure 9-6 shows the key transportation analysis study area ramp terminal intersections on state highways. Tables 9-49 and 9-50 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Cumulative Plus Project conditions with PFE Road open. The traffic volumes and cumulative lane geometry at each intersection in Tables 9-49 and 9-50 are shown on Figure 9-15 and 9-16. This analysis indicates that development of the proposed Specific Plan under Cumulative Plus Project conditions with PFE Road open would not cause impacts at state highway intersections.

**Table 9-49  
A.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Cumulative Plus Project Conditions – PFE Road Open**

Intersection		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18a. SR 70/99 – SB	Riego Road	B	11.4	B	12.6
18b. SR 70/99 – NB	Riego Road	A	6.2	A	6.2
19a. SR 70/99 – SB	Elverta Road	C	22.3	C	25.9
19b. SR 70/99 – NB	Elverta Road	A	1.3	A	1.7
20. SB SR 65	Pleasant Grove	B	16.1	B	16.4
21. NB SR 65	Pleasant Grove	C	21.9	C	22.0
22. WB I-80	Riverside Avenue	C	22.7	B	17.6
23. Watt Avenue	I-80 WB	B	18.6	B	18.6

**Note:**

Intersection numbers refer to Figure 9-6.

**Table 9-50  
P.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Cumulative Plus Project Conditions – PFE Road Open**

Intersection		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18a. SR 70/99 – SB	Riego Road	A	2.7	A	2.6
18b. SR 70/99 – NB	Riego Road	A	0.8	A	0.7
19a. SR 70/99 – SB	Elverta Road	C	22.7	C	27.2
19b. SR 70/99 – NB	Elverta Road	B	10.2	B	10.9
20. SB SR 65	Pleasant Grove	C	20.3	C	20.1
21. NB SR 65	Pleasant Grove	C	25.8	C	25.9
22. WB I-80	Riverside Avenue	C	23.0	B	13.1
23. Watt Avenue	I-80 WB	B	18.3	B	18.3

**Note:**

Intersection numbers refer to Figure 9-6.

**9.3.3.7 Cumulative Plus Project Conditions – With PFE Road Closed**

The analysis of Cumulative Plus Project conditions with PFE Road closed is used to evaluate the project’s impacts if the closure of PFE Road east of Walerga Road is implemented. The *Dry Creek/West Placer Community Plan* calls for closing PFE Road between Walerga Road and Cook-Riolo Road when the daily volume reaches a threshold of 5,000 vehicles per day, as described previously. Current counts show that the daily volume today is approximately 7,200, well above the threshold for closure. Therefore this analysis was performed assuming that the closure was implemented by 2025. The comparison is between a Cumulative No Project conditions with PFE Road closed and a Cumulative Plus Project conditions with PFE Road closed.

**Placer County Roadways Segments – Cumulative Plus Project with PFE Road Closed**

<b>IMPACT 9-27:</b>	Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would cause Watt Avenue south of Baseline Road and PFE Road east of Watt to operate at LOS E. Walerga Road south of PFE Road and Baseline Road from Watt Avenue to Walerga Road would have an increased volume to capacity ratio of more than 1 percent at a substandard LOS.
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	Mitigation Measure 9-27a
<b>Proposed:</b>	Mitigation Measure 9-27a
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Potentially Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Potentially Significant

Figure 9-17 shows the average daily traffic volumes on unincorporated Placer County roadways within the transportation analysis study area under Cumulative No Project conditions with PFE Road closed and Cumulative Plus Project conditions with PFE Road closed.

A roadway segment LOS analysis for Placer County roadways based on these cumulative daily traffic volumes is presented in Table 9-51. This analysis indicates that full development of the specific plan area under Cumulative Plus Project conditions with PFE Road closed would increase congestion at a number of locations throughout the transportation analysis study area. This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions with PFE Road closed would cause the LOS to degrade on the following segments:

- Watt Avenue from Baseline Road to Dyer Lane would degrade from LOS C to LOS D.
- Walerga Road south of PFE Road would operate at LOS F and the volume to capacity ratio would increase by 4 percent.
- Baseline Road from Watt Avenue to Walerga Road would operate at LOS E and the volume to capacity ratio would increase by 1 percent.
- PFE Road from Watt Avenue to Walerga Road would degrade from LOS D to LOS E.

The same improvements as described for Impact 9-19 (widen PFE Road to four lanes from Watt Avenue to Walerga Road) would reduce this impact to a less-than-significant level. Similar to Impact 9-19, there is uncertainty as to whether sufficient matching funds can be obtained to actually build this improvement, which is not associated with an existing traffic mitigation fee program, and there is no feasible mitigation measure for Watt Avenue, Walerga Road, and Baseline Road. Therefore, this impact is considered significant.



**Table 9-51  
Roadway Segment Levels of Service – Unincorporated Placer County  
Cumulative Plus Project Conditions – With PFE Road Closed**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Watt Avenue	South of Baseline Road	6	43,100	C	6	<b>43,400</b>	<b>D</b>
Watt Avenue	North of PFE Road	6	62,800	F	6	63,300	F
Walerga Road	South of Baseline Road	4	40,700	F	4	40,900	F
Walerga Road	North of PFE Road	4	44,300	F	4	43,300	F
Walerga Road	South of PFE Road	4	51,600	F	4	<b>53,000</b>	<b>F</b>
Baseline Road	West of Locust Road	6	44,600	D	6	44,800	D
Baseline Road	West of Watt Avenue	6	58,600	F	6	58,900	F
Baseline Road	West of Walerga Road	6	49,200	E	6	<b>49,800</b>	<b>E</b>
PFE Road	East of Watt Avenue	2	14,500	D	2 (3) <sup>1</sup>	<b>17,700</b>	<b>E (B)<sup>1</sup></b>
PFE Road	East of Walerga Road	2	2,000	A	2	2,000	A

**Notes:**

ADT = average daily traffic. Significant impacts are highlighted in **bold**.

<sup>1</sup> The proposed project would widen PFE Road to two lanes westbound but only one lane eastbound. The daily roadway analysis is supposed to be used with an even number of lanes. There is likely to be enough capacity westbound but there could be not enough capacity eastbound. Therefore the mitigation measure would be to add the eastbound lane.

The above mitigation measure to improve PFE Road is a Placer Vineyards mitigation measure. If Placer Vineyards constructs this improvement first, then Riolo Vineyards should pay a fair-share contribution.



### Placer County Intersections – Cumulative Plus Project with PFE Road Closed

**IMPACT 9-28:**

Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would cause the intersection of Watt Avenue at PFE Road to operate at LOS D, and the following intersections to have an increase in the volume to capacity ratio of more than 1 percent at a substandard LOS: Watt Avenue with Baseline Road, Walerga Road with PFE Road, and Cook-Riolo Road with PFE Road

**SIGNIFICANCE:**

Significant

**MITIGATION:**

Mitigation Measure 9-28a

**Proposed:**

Mitigation Measure 9-28a

**Significance After****Proposed Mitigation:**

Significant

**Recommended:**

None

**RESIDUAL SIGNIFICANCE:**

Significant and Unavoidable

The proposed project provides typical cross-sections for the roadways within the specific plan area. Additional right-of-way is typically provided near major intersections on arterial and collector roadways to accommodate additional turn lanes. The *Riolo Vineyards Specific Plan* provides information concerning right-of-way and turn lanes at intersections.

If additional turn lanes are needed to provide LOS C or better conditions at an intersection within the specific plan area beyond what is proposed in the Specific Plan, a significant impact would be identified, and these additional lanes would be considered mitigation measures.

A planning-level signal warrant analysis was conducted under Cumulative No Project conditions with PFE Road closed to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections should be signalized by 2025:

- Locust Road and Baseline Road
- Watt Avenue and PFE Road

Figure 9-3 shows the key transportation analysis study area intersections in unincorporated Placer County. Tables 9-52 and 9-53 present the intersection LOS analysis at Placer County intersections for the a.m. and p.m. peak hour under Cumulative Plus Project conditions with PFE Road closed. The traffic volumes and lane geometry at each intersection in Tables 9-52 and 9-53 are shown on Figures 9-18 and 9-19. This analysis indicates that development of the Specific Plan under Cumulative Plus Project conditions with PFE Road closed would cause eight impacts at Placer County intersections:

**Table 9-52  
A.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County  
Cumulative Plus Project Conditions – With PFE Road Closed**

Intersection		Cumulative No Project Conditions			Cumulative Plus Project Conditions			
		Level of Service	LOS Criteria		Level of Service	LOS Criteria		
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>
1	Locust Road	Baseline Road	A	0.59		B	0.60	
2	Watt Avenue	Baseline Road	F	1.15		<b>F</b>	<b>1.17</b>	
3	Fiddyment Road <sup>2</sup>	Baseline Road	F	1.37		F	1.36	
4	Watt Avenue	PFE Road	C	0.76		<b>D</b>	<b>0.83</b>	
5	Walerga Road	PFE Road	F	1.03		<b>F</b>	<b>1.09</b>	
6	Cook-Riolo Road	PFE Road	F		85	F		<b>89.8</b>
7	Watt Avenue	"Riolo" Road				<b>D</b>		<b>29.8</b>
8	"West" Road	PFE Road				C		21.7
9	"East" Road	PFE Road				<b>F</b>		<b>58.1</b>
10	Walerga Road	"Riolo" Road				<b>E</b>		<b>38.5</b>

**Notes:**

Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four-way stop intersections, only average delay for minor street movements at two-way stop intersections. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddyment Road and Baseline Road.

<p>In</p> <table border="1"> <tr><td>3</td><td>2</td><td>13</td><td></td></tr> <tr><td>↑↑↑↑</td><td>↑↑↑↑</td><td>↑↑↑↑</td><td>30</td></tr> <tr><td>0</td><td></td><td></td><td>2,085</td></tr> <tr><td>1,239</td><td>85</td><td>3</td><td>↑↑</td></tr> <tr><td>85</td><td>↑↑↑↑</td><td>↑↑</td><td>115</td></tr> <tr><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Permitted LOS: A E/W Protected V/C: 0.59</p>	3	2	13		↑↑↑↑	↑↑↑↑	↑↑↑↑	30	0			2,085	1,239	85	3	↑↑	85	↑↑↑↑	↑↑	115				Ov	<p>Ov</p> <table border="1"> <tr><td>900</td><td>1,250</td><td>8</td><td></td></tr> <tr><td>↑↑↑↑</td><td>↑↑↑↑</td><td>↑↑↑↑</td><td>0</td></tr> <tr><td>652</td><td></td><td></td><td>1,806</td></tr> <tr><td>1,462</td><td>7</td><td>↑↑↑↑</td><td>560</td></tr> <tr><td>2</td><td>↑↑↑↑</td><td>↑↑</td><td>850</td></tr> <tr><td></td><td></td><td></td><td>578</td></tr> <tr><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C: 1.15</p>	900	1,250	8		↑↑↑↑	↑↑↑↑	↑↑↑↑	0	652			1,806	1,462	7	↑↑↑↑	560	2	↑↑↑↑	↑↑	850				578				Ov	<p>Ov</p> <table border="1"> <tr><td>793</td><td>1,178</td><td>553</td><td></td></tr> <tr><td>↑↑↑↑</td><td>↑↑↑↑</td><td>↑↑↑↑</td><td>300</td></tr> <tr><td>236</td><td></td><td></td><td>1,305</td></tr> <tr><td>2,316</td><td>9</td><td>↑↑↑↑</td><td>279</td></tr> <tr><td>36</td><td>↑↑↑↑</td><td>↑↑</td><td>743</td></tr> <tr><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C: 1.37</p>	793	1,178	553		↑↑↑↑	↑↑↑↑	↑↑↑↑	300	236			1,305	2,316	9	↑↑↑↑	279	36	↑↑↑↑	↑↑	743				Ov	<p>In</p> <table border="1"> <tr><td>3</td><td>2,167</td><td>521</td><td></td></tr> <tr><td>↑↑</td><td>↑↑↑↑</td><td>↑↑↑↑</td><td>390</td></tr> <tr><td>16</td><td></td><td></td><td>1</td></tr> <tr><td>5</td><td>↑↑</td><td>↑↑↑↑</td><td>76</td></tr> <tr><td>14</td><td>↑↑</td><td>↑↑↑↑</td><td>2,102</td></tr> <tr><td></td><td></td><td></td><td>107</td></tr> <tr><td></td><td></td><td></td><td>In</td></tr> </table> <p>N/S Protected LOS: C E/W Permitted V/C: 0.76</p>	3	2,167	521		↑↑	↑↑↑↑	↑↑↑↑	390	16			1	5	↑↑	↑↑↑↑	76	14	↑↑	↑↑↑↑	2,102				107				In	<p>Ov</p> <table border="1"> <tr><td>190</td><td>1,646</td><td>21</td><td></td></tr> <tr><td>↑↑</td><td>↑↑↑↑</td><td>↑↑</td><td>38</td></tr> <tr><td>151</td><td></td><td></td><td>6</td></tr> <tr><td>56</td><td>↑↑</td><td>↑↑↑↑</td><td>2</td></tr> <tr><td>483</td><td>365</td><td>↑↑↑↑</td><td>1,984</td></tr> <tr><td></td><td></td><td></td><td>12</td></tr> <tr><td></td><td></td><td></td><td>Ov</td></tr> </table> <p>N/S Protected LOS: F E/W Protected V/C: 1.03</p>	190	1,646	21		↑↑	↑↑↑↑	↑↑	38	151			6	56	↑↑	↑↑↑↑	2	483	365	↑↑↑↑	1,984				12				Ov
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<b>18a</b> 70-99-SB off & Riego State Highway	<b>18b</b> 70-99-NB off & Riego State Highway	<b>19a</b> 70-99-SB off & Elkhorn State Highway	<b>19b</b> 70-99-NB off & Elkhorn State Highway																																																																																																																																					
<p>In</p> <table border="1"> <tr><td>416</td><td>0</td><td>481</td><td></td></tr> <tr><td>↑↑</td><td>↑↑</td><td>↑↑↑↑</td><td>110</td></tr> <tr><td>0</td><td></td><td></td><td>2,266</td></tr> <tr><td>1,882</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>323</td><td>↑↑</td><td>↑↑</td><td>In</td></tr> </table> <p>N/S Permitted LOS: B E/W Permitted DEL: 16.0</p>	416	0	481		↑↑	↑↑	↑↑↑↑	110	0			2,266	1,882	0	0	0	323	↑↑	↑↑	In	<p>In</p> <table border="1"> <tr><td>0</td><td>0</td><td>0</td><td></td></tr> <tr><td>↑↑</td><td>↑↑</td><td>↑↑</td><td>98</td></tr> <tr><td>0</td><td></td><td></td><td>2,355</td></tr> <tr><td>1,737</td><td>0</td><td>↑↑</td><td>0</td></tr> <tr><td>434</td><td>↑↑</td><td>↑↑</td><td>533</td></tr> <tr><td></td><td></td><td></td><td>In</td></tr> </table> <p>N/S Permitted LOS: C E/W Permitted DEL: 21.8</p>	0	0	0		↑↑	↑↑	↑↑	98	0			2,355	1,737	0	↑↑	0	434	↑↑	↑↑	533				In	<p>Ig</p> <table border="1"> <tr><td>919</td><td>938</td><td>0</td><td></td></tr> <tr><td>↑↑↑↑</td><td>↑↑↑↑</td><td>↑↑</td><td>326</td></tr> <tr><td>0</td><td></td><td></td><td>0</td></tr> <tr><td>0</td><td>↑↑</td><td>↑↑</td><td>733</td></tr> <tr><td>0</td><td>0</td><td>↑↑</td><td>2,890</td></tr> <tr><td></td><td></td><td></td><td>150</td></tr> <tr><td></td><td></td><td></td><td>In</td></tr> </table> <p>N/S Permitted LOS: C E/W Permitted DEL: 23.0</p>	919	938	0		↑↑↑↑	↑↑↑↑	↑↑	326	0			0	0	↑↑	↑↑	733	0	0	↑↑	2,890				150				In	<p>Ig</p> <table border="1"> <tr><td>371</td><td>2,521</td><td>0</td><td></td></tr> <tr><td>↑↑</td><td>↑↑↑↑</td><td>↑↑</td><td>445</td></tr> <tr><td>0</td><td></td><td></td><td>0</td></tr> <tr><td>0</td><td>↑↑</td><td>↑↑</td><td>529</td></tr> <tr><td>0</td><td>0</td><td>↑↑</td><td>2,398</td></tr> <tr><td></td><td></td><td></td><td>479</td></tr> <tr><td></td><td></td><td></td><td>Ig</td></tr> </table> <p>N/S Permitted LOS: B E/W Permitted DEL: 18.6</p>	371	2,521	0		↑↑	↑↑↑↑	↑↑	445	0			0	0	↑↑	↑↑	529	0	0	↑↑	2,398				479				Ig																																	
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**CUMULATIVE NO PROJECT WITH PFE ROAD CLOSED -  
A.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-18A**

Source:  
DKS Associates, 2007

<table border="1"> <tr><td>In</td><td>54</td><td>1</td><td>0</td><td>16</td><td>1,638</td><td>23</td></tr> <tr><td></td><td>2</td><td></td><td></td><td>62</td><td>4</td><td>527</td></tr> <tr><td></td><td>2,132</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>122</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><td></td></tr> <tr><td>N/S</td><td>Permitted</td><td>LOS: E</td><td></td><td></td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 0.91</td><td></td><td></td><td></td><td></td></tr> </table> <p><b>1</b> Locust &amp; Baseline Placer County</p>	In	54	1	0	16	1,638	23		2			62	4	527		2,132							122						In							N/S	Permitted	LOS: E					E/W	Protected	V/C: 0.91					<table border="1"> <tr><td>Ov</td><td>750</td><td>1,059</td><td>1</td><td>0</td><td>1,540</td><td>695</td></tr> <tr><td></td><td>1,028</td><td></td><td></td><td>9</td><td>1,361</td><td>588</td></tr> <tr><td></td><td>1,963</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>12</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><td></td></tr> <tr><td>N/S</td><td>Protected</td><td>LOS: F</td><td></td><td></td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 1.13</td><td></td><td></td><td></td><td></td></tr> </table> <p><b>2</b> Watt Ave &amp; Baseline Rd Placer County</p>	Ov	750	1,059	1	0	1,540	695		1,028			9	1,361	588		1,963							12						Ov							N/S	Protected	LOS: F					E/W	Protected	V/C: 1.13					<table border="1"> <tr><td>Ov</td><td>273</td><td>1,201</td><td>366</td><td>737</td><td>2,351</td><td>666</td></tr> <tr><td></td><td>523</td><td></td><td></td><td>22</td><td>1,261</td><td>422</td></tr> <tr><td></td><td>1,793</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>73</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><td></td></tr> <tr><td>N/S</td><td>Protected</td><td>LOS: F</td><td></td><td></td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 1.26</td><td></td><td></td><td></td><td></td></tr> </table> <p><b>3</b> Fiddymt Rd &amp; Baseline Rd Placer County</p>	Ov	273	1,201	366	737	2,351	666		523			22	1,261	422		1,793							73						Ov							N/S	Protected	LOS: F					E/W	Protected	V/C: 1.26					<table border="1"> <tr><td>In</td><td>16</td><td>2,237</td><td>486</td><td>559</td><td>124</td><td>65</td></tr> <tr><td></td><td>6</td><td>4</td><td></td><td>12</td><td>2,134</td><td></td></tr> <tr><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>4</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><td></td></tr> <tr><td>N/S</td><td>Protected</td><td>LOS: C</td><td></td><td></td><td></td><td></td></tr> <tr><td>E/W</td><td>Permitted</td><td>V/C: 0.76</td><td></td><td></td><td></td><td></td></tr> </table> <p><b>4</b> Watt Ave &amp; PFE Rd Placer County</p>	In	16	2,237	486	559	124	65		6	4		12	2,134			1							4						In							N/S	Protected	LOS: C					E/W	Permitted	V/C: 0.76					<table border="1"> <tr><td>Ov</td><td>47</td><td>2,109</td><td>39</td><td>24</td><td>99</td><td>20</td></tr> <tr><td></td><td>183</td><td></td><td></td><td>568</td><td>1,927</td><td>3</td></tr> <tr><td></td><td>9</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>494</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><td></td></tr> <tr><td>N/S</td><td>Protected</td><td>LOS: F</td><td></td><td></td><td></td><td></td></tr> <tr><td>E/W</td><td>Protected</td><td>V/C: 1.46</td><td></td><td></td><td></td><td></td></tr> </table> <p><b>5</b> Walerga Rd &amp; PFE Rd Placer County</p>	Ov	47	2,109	39	24	99	20		183			568	1,927	3		9							494						Ov							N/S	Protected	LOS: F					E/W	Protected	V/C: 1.46				
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**CUMULATIVE NO PROJECT WITH PFE ROAD CLOSED -  
P.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-18B**

Source:  
DKS Associates, 2007

<p>In 3 2 13 30 1,230 88 3 4 77 87 122 Ov</p> <p>N/S Permitted LOS: B E/W Protected V/C: 0.60</p>	<p>Ov 920 1,261 1 604 10 1,811 1,521 2 959 528 Ov</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.17</p>	<p>Ov 823 1,133 582 310 228 9 1,271 716 Ov 2,316 35 1,270</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.36</p>	<p>In 3 2,078 587 403 16 6 5 197 6 13 2,066 129 In</p> <p>N/S Protected LOS: D E/W Permitted V/C: 0.83</p>	<p>Ov 187 1,635 21 38 154 6 442 7 599 442 1,940 2 12 Ov</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.09</p>
<b>1</b> Locust & Baseline Placer County	<b>2</b> Watt Ave & Baseline Rd Placer County	<b>3</b> Fiddymt Rd & Baseline Rd Placer County	<b>4</b> Watt Ave & PFE Rd Placer County	<b>5</b> Walerga Rd & PFE Rd Placer County
<p>In 29 67 535 335 200 227 43 70 40 10 8 11 In</p> <p>N/S Stop Sign LOS: F E/W Stop Sign DEL: 89.8</p>	<p>In 0 2,667 0 151 0 0 2,474 11 In</p> <p>N/S Uncontrolled LOS: D [29.8] E/W Stop Sign DEL: 0.8</p>	<p>In 78 0 41 26 31 698 0 504 0 0 0 0 0 In</p> <p>N/S Stop Sign LOS: C [21.7] E/W Uncontrolled DEL: 2.1</p>	<p>In 34 0 41 20 17 721 0 496 0 0 0 0 0 In</p> <p>N/S Stop Sign LOS: C [24.4] E/W Uncontrolled DEL: 1.5</p>	<p>In 18 1,786 0 0 80 0 24 0 80 2,108 0 0 In</p> <p>N/S Uncontrolled LOS: E [38.5] E/W Stop Sign DEL: 1.6</p>
<b>6</b> Cook Riolo & PFE Rd Placer County	<b>7</b> Watt Ave & Riolo Rd Placer County	<b>8</b> West Rd & PFE Rd Placer County	<b>9</b> East Rd & PFE Rd Placer County	<b>10</b> Walerga Rd & Riolo Rd Placer County
<p>In 360 2,165 447 546 601 656 35 1,098 375 79 1,564 171 In</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.13</p>	<p>In 0 1,485 628 812 0 1,162 822 900 491 452 877 351 In</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.38</p>	<p>In 424 2,266 221 335 206 951 261 959 345 233 992 75 In</p> <p>N/S Protected LOS: F E/W Protected V/C: 1.07</p>	<p>In 235 1,240 298 413 37 1,243 91 1,124 45 183 615 186 In</p> <p>N/S Protected LOS: D E/W Protected V/C: 0.82</p>	
<b>14</b> Watt Ave & Elverta Rd Sacramento County	<b>15</b> Walerga Rd & Elverta Rd Sacramento County	<b>16</b> Watt Ave & Elkhorn Sacramento County	<b>17</b> Walerga Rd & Elkhorn Sacramento County	
<p>In 88 0 4 0 0 309 0 0 0 In</p> <p>N/S Permitted LOS: B E/W Permitted DEL: 12.6</p>	<p>In 0 0 0 2,337 0 0 119 0 970 Ig</p> <p>N/S Permitted LOS: A E/W Permitted DEL: 6.2</p>	<p>In 619 0 219 0 0 61 0 643 716 0 0 0 0 In</p> <p>N/S Permitted LOS: C E/W Protected DEL: 26.0</p>	<p>In 0 0 0 228 27 254 0 1,358 0 0 1 0 452 Ig</p> <p>N/S Permitted LOS: A E/W Protected DEL: 1.7</p>	
<b>18a</b> 70-99-SB off & Riego State Highway	<b>18b</b> 70-99-NB off & Riego State Highway	<b>19a</b> 70-99-SB off & Elkhorn State Highway	<b>19b</b> 70-99-NB off & Elkhorn State Highway	
<p>In 417 0 479 110 0 1,898 323 2,283 0 0 0 0 In</p> <p>N/S Permitted LOS: B E/W Permitted DEL: 16.4</p>	<p>In 0 0 0 115 0 1,757 427 2,346 0 700 0 528 In</p> <p>N/S Permitted LOS: C E/W Permitted DEL: 22.2</p>	<p>In 919 937 0 325 0 0 0 724 150 In 0 2,890 150</p> <p>N/S Permitted LOS: C E/W Permitted DEL: 23.2</p>	<p>Ig 347 2,536 0 431 0 0 2,413 529 479 Ig 0 0 2,413 479</p> <p>N/S Permitted LOS: B E/W Permitted DEL: 18.5</p>	
<b>20</b> SB SR-65 & Pleasant Grove State Highway	<b>21</b> NB SR-65 & Pleasant Grove State Highway	<b>22</b> WB I-80 & Riverside State Highway	<b>23</b> Watt Ave & I-80 WB State Highway	

**CUMULATIVE PLUS PROJECT WITH PFE ROAD CLOSED -  
A.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

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28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-19A**

Source:  
DKS Associates, 2007

<table border="1"> <tr> <td>In</td> <td>54</td> <td>1</td> <td>0</td> <td>16</td> <td>1,637</td> </tr> <tr> <td></td> <td>2</td> <td></td> <td></td> <td>65</td> <td>4</td> </tr> <tr> <td></td> <td>2,152</td> <td></td> <td></td> <td>4</td> <td>523</td> </tr> <tr> <td></td> <td>130</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> <tr> <td>N/S</td> <td>Permitted</td> <td colspan="2">LOS: E</td> <td></td> <td></td> </tr> <tr> <td>E/W</td> <td>Protected</td> <td colspan="2">V/C: 0.92</td> <td></td> <td></td> </tr> </table>	In	54	1	0	16	1,637		2			65	4		2,152			4	523		130					In						N/S	Permitted	LOS: E				E/W	Protected	V/C: 0.92				<table border="1"> <tr> <td>Ov</td> <td>702</td> <td>1,095</td> <td>0</td> <td>0</td> <td>1,594</td> </tr> <tr> <td></td> <td>1,014</td> <td></td> <td></td> <td>8</td> <td>1,376</td> </tr> <tr> <td></td> <td>1,974</td> <td></td> <td></td> <td>575</td> <td>575</td> </tr> <tr> <td></td> <td>7</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> <tr> <td>N/S</td> <td>Protected</td> <td colspan="2">LOS: F</td> <td></td> <td></td> </tr> <tr> <td>E/W</td> <td>Protected</td> <td colspan="2">V/C: 1.15</td> <td></td> <td></td> </tr> </table>	Ov	702	1,095	0	0	1,594		1,014			8	1,376		1,974			575	575		7					Ov						N/S	Protected	LOS: F				E/W	Protected	V/C: 1.15				<table border="1"> <tr> <td>Ov</td> <td>293</td> <td>1,178</td> <td>369</td> <td>734</td> <td>2,326</td> </tr> <tr> <td></td> <td>528</td> <td></td> <td></td> <td>22</td> <td>1,251</td> </tr> <tr> <td></td> <td>1,815</td> <td></td> <td></td> <td>412</td> <td>412</td> </tr> <tr> <td></td> <td>66</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> <tr> <td>N/S</td> <td>Protected</td> <td colspan="2">LOS: F</td> <td></td> <td></td> </tr> <tr> <td>E/W</td> <td>Protected</td> <td colspan="2">V/C: 1.26</td> <td></td> <td></td> </tr> </table>	Ov	293	1,178	369	734	2,326		528			22	1,251		1,815			412	412		66					Ov						N/S	Protected	LOS: F				E/W	Protected	V/C: 1.26				<table border="1"> <tr> <td>In</td> <td>16</td> <td>2,196</td> <td>628</td> <td>570</td> <td>4</td> </tr> <tr> <td></td> <td>6</td> <td></td> <td></td> <td>4</td> <td>161</td> </tr> <tr> <td></td> <td>2</td> <td></td> <td></td> <td>12</td> <td>2,061</td> </tr> <tr> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td>150</td> </tr> <tr> <td>In</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>N/S</td> <td>Protected</td> <td colspan="2">LOS: D</td> <td></td> <td></td> </tr> <tr> <td>E/W</td> <td>Permitted</td> <td colspan="2">V/C: 0.81</td> <td></td> <td></td> </tr> </table>	In	16	2,196	628	570	4		6			4	161		2			12	2,061		4				150	In						N/S	Protected	LOS: D				E/W	Permitted	V/C: 0.81				<table border="1"> <tr> <td>Ov</td> <td>47</td> <td>2,029</td> <td>39</td> <td>24</td> <td>100</td> </tr> <tr> <td></td> <td>219</td> <td></td> <td></td> <td>10</td> <td>692</td> </tr> <tr> <td></td> <td>10</td> <td></td> <td></td> <td>586</td> <td>1,884</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> </tr> <tr> <td>Ov</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>N/S</td> <td>Protected</td> <td colspan="2">LOS: F</td> <td></td> <td></td> </tr> <tr> <td>E/W</td> <td>Protected</td> <td colspan="2">V/C: 1.55</td> <td></td> <td></td> </tr> </table>	Ov	47	2,029	39	24	100		219			10	692		10			586	1,884						2	Ov						N/S	Protected	LOS: F				E/W	Protected	V/C: 1.55			
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<b>6</b> Cook Riolo & PFE Rd Placer County	<b>7</b> Watt Ave & Riolo Rd Placer County	<b>8</b> West Rd & PFE Rd Placer County	<b>9</b> East Rd & PFE Rd Placer County	<b>10</b> Walerga Rd & Riolo Rd Placer County																																																																																																																																																																																																																		
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**CUMULATIVE PLUS PROJECT WITH PFE ROAD CLOSED -  
P.M. PEAK HOUR  
INTERSECTION VOLUMES AND LANE GEOMETRIES**

January 2008  
28066896

Riolo Vineyard Specific Plan EIR  
Placer County, California



**FIGURE 9-19B**

Source:  
DKS Associates, 2007

**Table 9-53  
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County  
Cumulative Plus Project Conditions – With PFE Road Closed**

Intersection		Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay) <sup>1</sup>
1	Locust Road	Baseline Road	E	0.91		E	0.92
2	Watt Avenue	Baseline Road	F	1.13		<b>F</b>	<b>1.15</b>
3	Fiddymment Road <sup>2</sup>	Baseline Road	F	1.26		F	1.26
4	Watt Avenue	PFE Road	C	0.76		<b>D</b>	<b>0.81</b>
5	Walerga Road	PFE Road	F	1.46		<b>F</b>	<b>1.55</b>
6	Cook-Riolo Road	PFE Road	F		153.9	<b>F</b>	<b>165.3</b>
7	Watt Avenue	"Riolo" Road				C	24.1
8	"West" Road	PFE Road				<b>D</b>	<b>30.9</b>
9	"East" Road	PFE Road				<b>E</b>	<b>38.6</b>
10	Walerga Road	"Riolo" Road				<b>D</b>	<b>30.0</b>

**Notes:**

Significant impacts are highlighted in **bold**.

Intersection numbers refer to Figure 9-3.

<sup>1</sup> Average delay for all movements at four-way stop intersections, only average delay for minor street movements at two-way stop intersections. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.

<sup>2</sup> Intersection 3 is Walerga Road-Fiddymment Road and Baseline Road.

- LOS at the intersection of Watt Avenue and Baseline Road would degrade from LOS F (V/C 1.15) to LOS F (V/C 1.17) in the a.m. peak hour and from LOS F (V/C 1.13) to LOS F (V/C 1.15) in the p.m. peak hour.
- LOS at the intersection of Watt Avenue and PFE Road would degrade from LOS C (V/C 0.76) to LOS D (V/C 0.83) in the a.m. peak hour and from LOS C (V/C 0.76) to LOS D (V/C 0.81) in the p.m. peak hour.
- LOS at the intersection of Walerga Road and PFE Road would degrade from LOS F (V/C 1.03) to LOS F (V/C 1.09) in the a.m. peak hour and from LOS F (V/C 1.46) to LOS F (V/C 1.55) in the p.m. peak hour.
- LOS at the intersection of Cook-Riolo Road and PFE Road would degrade from LOS F (delay 85.0) to LOS F (delay 89.8) in the a.m. peak hour and LOS F (delay 153.9) to LOS F (delay 165.3) in the p.m. peak hour.
- LOS at the intersection of Watt Avenue and "Riolo" Road would operate at LOS D (delay 29.8) in the a.m. peak hour. It is the right turn movement from "Riolo" Road to Watt Avenue that experiences this delay.
- LOS at the intersection of "West" Road and PFE Road would operate at LOS D (delay 30.9) in the p.m. peak hour

- LOS at the intersection of "East" Road and PFE Road would operate at LOS F (delay 58.1) in the a.m. peak hour and LOS E (delay 48.6) in the p.m. peak hour
- LOS at the intersection of Walerga Road and "Riolo" Road would operate at LOS D (delay 38.5) in the a.m. peak hour LOS D (delay 30.0) in the p.m. peak. It is the right turn movement from Riolo Road to Walerga Road that experiences this delay.

Construction of the improvements identified in Mitigation Measure 9-20a would reduce the impact to the intersections of Walerga Road with PFE Road, Cook-Riolo Road with PFE Road and "East" Road with PFE Road to a less-than-significant level. Similar to Mitigation Measure 9-20a, due to the uncertainty as to whether sufficient matching funds can be obtained to actually build this improvement, which is not associated with an existing traffic mitigation fee program, this impact is considered potentially significant.

No mitigation is identified for the intersection of Watt Avenue with Baseline Road or Watt Avenue with PFE Road. These intersections cannot be mitigated because Placer County does not allow eight-lane roads or triple left-turn lanes. This impact would be significant.

No mitigation is identified for the intersection of Watt Avenue with "Riolo" Road, "West" Road with PFE Road or Walerga Road with "Riolo" Road. These intersections cannot be mitigated because a traffic signal is not warranted. Left turns are already prohibited at the intersections of Watt Avenue with "Riolo" Road and Walerga Road with "Riolo" Road.

The above mitigation measure to improve the intersection of Walerga Road and PFE Road is a Placer Vineyards mitigation measure. If Placer Vineyards constructs this improvement first, then Riolo Vineyards should pay a fair-share contribution.



**City of Roseville Intersections – Cumulative Plus Project with PFE Road Closed**

<b>IMPACT 9-29:</b>	Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would cause the intersection of Galleria Boulevard and Antelope Creek Drive to operate beyond acceptable LOS thresholds
<b>SIGNIFICANCE:</b>	Significant
<b>MITIGATION:</b>	None
<b>Proposed:</b>	None
<b>Significance After</b>	
<b>Proposed Mitigation:</b>	Significant
<b>Recommended:</b>	None
<b>RESIDUAL SIGNIFICANCE:</b>	Significant and Unavoidable

For the City of Roseville traffic impact analysis, the assumptions are the same as described for the Cumulative Plus Project conditions with the PFE Road open.

Figure 9-17 shows the daily traffic volumes on transportation analysis study area roadways in the City of Roseville under the Cumulative Plus Project conditions with PFE Road closed. Table 9-54 shows that the LOS at the intersection of Galleria Boulevard with Antelope Creek Drive would degrade from LOS C to LOS D.

**Table 9-54  
Intersection with Significant Level of Service Impacts – City of Roseville  
Cumulative Plus Proposed Project Conditions – With PFE Road Closed**

Intersection		Cumulative No Project Conditions		Cumulative Plus Proposed Project Conditions	
North-South Roadway	East-West Roadway	LOS	V/C	LOS	V/C
Galleria Boulevard	Antelope Creek Drive	C	0.81	<b>D</b>	<b>0.82</b>

**Note:** Significant impacts are highlighted in **bold**.

Table 9-55 shows the number and percentage of intersections that would operate at LOS C or better under both Cumulative No Project and Cumulative Plus Project conditions, assuming no additional roadway improvements beyond the current City of Roseville CIP program. Under No Project conditions, 118 of the 159 total intersections would operate at LOS C or better. This represents 74.2 percent of the total signalized intersections citywide. The addition of the proposed project would result in 117 (or 73.6 percent) of the total signalized intersections operating at LOS C or better.

**Table 9-55  
Number of Intersections Operating at LOS C or Better – City of Roseville  
Cumulative Plus Proposed Project Conditions – PFE Road Closed**

Level of Service	Cumulative No Project Conditions		Cumulative Plus Proposed Project	
LOS A-C	118	74.2%	117	73.6%
LOS D	21	13.2%	22	13.8%
LOS E	15	9.4%	16	10.1%
LOS F	5	3.1%	4	2.5%
Total Intersections	159	100%	159	100%

There is no feasible mitigation measure for the intersection of Galleria Boulevard and Antelope Creek Drive. The City of Roseville has indicated that the intersection of Galleria Boulevard and Antelope Creek Drive alternates between LOS C and D, depending on the scenario.

The City’s LOS policy allows the City Council to take an action to accept degradation in the LOS of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS C or better. Without a recommended intersection mitigation measure, more than 70 percent of the City’s signalized intersections would operate at LOS C or better under Cumulative Plus Project condition with PFE Road closed. However, since no feasible improvements were identified to mitigate significant impacts on LOS at the intersection of Galleria Boulevard and Antelope Creek Drive, the proposed project would have a significant impact.



**Sacramento County Roadways Segments – Cumulative Plus Project with PFE Road Closed**

**IMPACT 9-30:** Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes on Sacramento County roadways

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-17 shows the average daily traffic volumes on Sacramento County roadways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road closed. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-56. This analysis indicates that development of the proposed project under Cumulative Plus Project conditions with PFE Road closed would not cause significant impacts on Sacramento County roadway segments.

**Table 9-56  
Roadway Segment Levels of Service – Sacramento County  
Cumulative Plus Project Conditions – with PFE Road Closed**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of SR 70/99	4	25,200	B	4	25,000	B
Elverta Road	East of Rio Linda Boulevard	4	32,000	D	4	32,000	D
Elverta Road	East of 16th Street	4	26,900	C	4	27,200	C
Elverta Road	West of Watt Avenue	4	33,500	E	4	33,900	E
Watt Avenue	North of Elverta Road	4	62,100	F	4	62,500	F
Watt Avenue	North of Antelope Road	4	45,800	F	4	45,900	F
Watt Avenue	North of Elkhorn Boulevard	6	68,700	F	6	68,800	F
Walerga Road	North of Elverta Road	4	52,200	F	4	52,700	F
Walerga Road	North of Antelope Road	4	46,500	F	4	46,600	F
Walerga Road	North of Elkhorn Boulevard	4	34,900	E	4	35,100	E

**Note:** ADT = average daily traffic.



**Sacramento County Intersections – Cumulative Plus Project with PFE Road Closed**

**IMPACT 9-31:** Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes on Sacramento County intersections

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Figure 9-6 shows the key transportation analysis study area intersections in Sacramento County. Tables 9-57 and 9-58 present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Cumulative Plus Project conditions with PFE Road closed. The traffic volumes and lane geometry at each intersection in Tables 9-57 and 9-58 are shown on Figure 9-18 and 9-19. This analysis indicates that development of the proposed project under Cumulative Plus Project conditions with PFE Road closed would not cause significant impacts at intersections in Sacramento County.

**Table 9-57**  
**A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County**  
**Cumulative Plus Project Conditions – With PFE Road Closed**

Intersection		Cumulative No Project Alternative		Cumulative Plus Project Conditions	
		Level of Service	LOS Criteria	Level of Service	LOS Criteria
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)		Signalized Intersection (V/C Ratio)
14. Watt Avenue	Elverta Road	F	1.13	F	1.13
15. Walerga Road	Elverta Road	F	1.38	F	1.38
16. Watt Avenue	Elkhorn Boulevard	F	1.07	F	1.07
17. Walerga Road	Elkhorn Boulevard	D	0.83	D	0.82

**Note:** Intersection numbers refer to Figure 9-6.

**Table 9-58**  
**P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County**  
**Cumulative Plus Project Conditions – With PFE Road Closed**

Intersection		Cumulative No Project Alternative		Cumulative Plus Project Conditions	
		Level of Service	LOS Criteria	Level of Service	LOS Criteria
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)		Signalized Intersection (V/C Ratio)
14. Watt Avenue	Elverta Road	F	1.22	F	1.22
15. Walerga Road	Elverta Road	F	1.34	F	1.38
16. Watt Avenue	Elkhorn Boulevard	F	1.29	F	1.27
17. Walerga Road	Elkhorn Boulevard	F	1.03	F	1.01

**Note:** Intersection numbers refer to Figure 9-6.

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### Sutter County Roadway Segments – Cumulative Plus Project with PFE Road Closed

<b>IMPACT 9-32:</b>	Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would increase traffic volumes on Sutter County roadway segments
<b>SIGNIFICANCE:</b>	Less than Significant
<b>MITIGATION:</b>	None Warranted

Under Cumulative No Project conditions, about half of the potential 17,500 dwelling units that could be constructed in the proposed Sutter Pointe specific plan area under the County's recently passed Measure M were assumed. That level of development would require improvements to local roadways, including Riego Road. Under Cumulative No Project conditions, those improvements contained in SACOG's MTP were assumed, including an interchange at Riego Road and SR 70/99, and the widening of Riego Road from two lanes to six lanes from SR 70/99 to the Placer County line. Federal and state regulations require that the MTP be financially constrained and contain a set of transportation improvements that have

realistic funding sources. The MTP assumed that improvements to Riego Road and other roadways in south Sutter County would be funded primarily by development in that area.

Figure 9-17 shows the average daily traffic volumes on Sutter County roadways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road closed. A roadway segment LOS analysis for these roadways based on these daily traffic volumes is presented in Table 9-59. This analysis indicates that development of the proposed Specific Plan under Cumulative Plus Project conditions with PFE Road closed would not cause significant impacts on the Sutter County roadway segment within the transportation analysis study area.

**Table 9-59  
Roadway Segment Level of Service – Sutter County  
Cumulative Plus Project Conditions – PFE Road Closed**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	West of Pleasant Grove Road	6	46,100	D	6	46,500	D

Note: ADT = average daily traffic



**State Highway Segments – Cumulative Plus Project with PFE Road Closed**

**IMPACT 9-33:** Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would cause the freeway segment of SR 70/99 between Riego Road and Elkhorn Boulevard, SR 65 between Blue Oaks Boulevard and I-80, and I-80 between Watt Avenue and Eureka Road to operate beyond acceptable LOS thresholds

**SIGNIFICANCE:** Significant

**MITIGATION:** None

**Proposed:** None

**Significance After Proposed Mitigation:** Significant

**Recommended:** None

**RESIDUAL SIGNIFICANCE:** Significant and Unavoidable

Figure 9-17 shows the average daily traffic volumes on state highways within the transportation analysis study area under Cumulative Plus Project conditions with PFE Road closed. A roadway segment LOS analysis for state highways based on these daily traffic volumes is presented in Table 9-60. This analysis indicates that development of the proposed project under Cumulative Plus Project conditions with PFE Road closed would cause significant impacts at the following State Highway segments:

- Traffic would be added to the freeway segment of SR 70/99 from Riego Road to Elverta Road that operates at a substandard LOS F without the project.
- Traffic would be added to the freeway segment of SR 65 from Blue Oaks Boulevard to I-80 that operates at a substandard LOS F without the project.
- Traffic would be added to the freeway segment I-80 from Watt Avenue to SR 65 that operates at a substandard LOS F without the project.

**Table 9-60  
Freeway Segment Levels of Service – State Highway  
Cumulative Plus Project Conditions – PFE Road Closed**

Roadway	Segment	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
SR 70/99	South of Riego Road	4	99,500	F	4	<b>99,700</b>	<b>F</b>
SR 70/99	South of Elverta Road	4	101,400	F	4	101,400	F
SR 70/99	South of Elkhorn Boulevard	4	118,200	F	4	117,900	F
SR 65	North of Blue Oaks	4	121,200	F	4	121,100	F
SR 65	North of Pleasant Grove	4	132,400	F	4	<b>132,500</b>	<b>F</b>
SR 65	South of Pleasant Grove	4	130,200	F	4	<b>130,400</b>	<b>F</b>
SR 65	South of Galleria Boulevard	4	140,000	F	4	<b>140,400</b>	<b>F</b>
I-80	West of Watt Avenue	10	241,000	F	10	240,900	F
I-80	East of Watt Avenue	12	348,600	F	12	<b>349,800</b>	<b>F</b>
I-80	West of Elkhorn Boulevard	11	295,100	F	11	<b>295,800</b>	<b>F</b>
I-80	East of Elkhorn Boulevard	10	277,500	F	10	<b>278,000</b>	<b>F</b>
I-80	West of Riverside Avenue	10	276,800	F	10	<b>277,100</b>	<b>F</b>
I-80	East of Riverside Avenue	8	241,500	F	8	<b>242,300</b>	<b>F</b>
I-80	West of Eureka Road	8	239,300	F	8	<b>239,700</b>	<b>F</b>
I-80	East of Eureka Road	8	242,900	F	8	<b>243,300</b>	<b>F</b>

**Note:**

ADT = average daily traffic

As for Impact 9-25, future improvements that would mitigate the impact to state highways are not identified as an element of any existing fee program and inclusion of these improvements in a future fee program is not proposed or contemplated. Therefore these impacts would be significant and unavoidable unless and until improvements are ultimately completed.



### State Highway Intersections – Cumulative Plus Project with PFE Road Closed

**IMPACT 9-34:** Under Cumulative Plus Project conditions with PFE Road closed, the proposed project would not increase traffic volumes on state highway intersections

**SIGNIFICANCE:** Less than Significant

**MITIGATION:** None Warranted

Under Cumulative Plus Project conditions with PFE Road closed, the existing intersections on SR 70/99 at Elverta Road and Riego Road are assumed to be replaced with interchanges. Figure 9-6 shows the key transportation analysis study area ramp terminal intersections on state highways. Tables 9-61 and 9-62

**Table 9-61  
A.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Cumulative Plus Project Conditions – PFE Road Closed**

Intersection		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18a. SR 70/99 – SB	Riego Road	B	11.7	B	12.6
18b. SR 70/99 – NB	Riego Road	A	6.1	A	6.2
19a. SR 70/99 – SB	Elverta Road	C	22.6	C	26.0
19b. SR 70/99 – NB	Elverta Road	A	1.3	A	1.7
20. SB SR 65	Pleasant Grove Road	B	16.0	B	16.4
21. NB SR 65	Pleasant Grove Road	C	21.8	C	22.2
22. Riverside Avenue	I-80 WB	C	23.0	C	23.2
23. Watt Avenue	I-80 WB	B	18.6	B	18.5

**Note:**  
Intersection numbers refer to Figure 9-6.

**Table 9-62  
P.M. Peak Hour Levels of Service at Study Intersections – State Highway  
Cumulative Plus Project Conditions – PFE Road Closed**

Intersection		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
Freeway	Roadway	Level of Service	Signalized Intersection LOS (Delay)	Level of Service	Signalized Intersection LOS (Delay)
18a. SR 70/99 – SB	Riego Road	A	2.7	A	2.6
18b. SR 70/99 – NB	Riego Road	A	0.8	A	0.8
19a. SR 70/99 – SB	Elverta Road	C	22.9	C	27.3
19b. SR 70/99 – NB	Elverta Road	B	10.3	B	11.0
20. SB SR 65	Pleasant Grove Road	B	20.0	C	20.1
21. NB SR 65	Pleasant Grove Road	C	25.7	C	26.0
22. Riverside Avenue	I-80 WB	B	19.7	C	20.1
23. Watt Avenue	I-80 WB	B	18.8	B	19.2

**Note:**  
Intersection numbers refer to Figure 9-6.

present the intersection LOS analysis at these intersections for the a.m. and p.m. peak hour under Cumulative Plus Project conditions with PFE Road closed. The traffic volumes and cumulative lane geometry at each intersection in Tables 9-61 and 9-62 are shown on Figure 9-18 and 9-19. This analysis indicates that development of the proposed project under Cumulative conditions with PFE Road closed would not cause impacts at state highway intersections.



### 9.3.4 Program-Level Impacts

All mitigation measures identified for project-level impacts would apply to program-level impacts. Applicants for program-level parcels would need to undergo the County's Subsequent Conformity Review Process to ensure that their development proposals conform to the Riolo Vineyard Specific Plan, CEQA regulations, and program-level mitigation measures identified in this Draft EIR. Upon conclusion of the Subsequent Conformity Review Process, the County will determine whether the proposed development entitlement is consistent with the Specific Plan, whether additional environmental review is required, and if so, the scope of such additional review.

## 9.4 MITIGATION MEASURES

This section discusses mitigation measures that will be implemented to reduce project-related impacts to transportation and circulation. Mitigation measures are separately identified as those "Proposed" by the Applicant and those "Recommended" by County staff.

### **Mitigation Measure 9-1a: Prepare and implement a Construction Traffic Management Plan (Proposed)**

Prior to improvement plan approval, including roadway improvements and the offsite water and sewer line improvements, a Construction Traffic Management Plan shall be prepared to the satisfaction of the Placer County Public Works Department. The purpose of the plan is to provide for vehicular, pedestrian, equestrian, and bicycle safety, and to minimize adverse LOS, including neighborhood traffic impacts during project construction. This plan shall include the following components:

1. A striping and signing plan including offsite traffic control devices, shall be prepared by the Applicant and shall be reviewed and approved by the County Traffic Engineer;
2. An analysis of traffic volumes on roadways where one-way traffic control would be required, if any, to determine whether the hours of such control should be limited;
3. Provision of flag persons as necessary to facilitate traffic flow through construction areas;
4. Arranging construction schedules to begin and end during off-peak hours, as necessary and feasible as approved by Placer County; and
5. A community relations program to be implemented prior to and during the construction period.

The Applicant shall implement the Construction Traffic Management Plan.

### **Mitigation Measure 9-2a: Pay an in lieu fee and construct Walerga Road frontage improvements from the Dry Creek Bridge to the Placer County line (Proposed)**

The bridge at Dry Creek will remain a two-lane structure until the County's Walerga Road Bridge project is complete. The proposed project shall pay a fee to Placer County for frontage improvements within the construction influence of the Walerga Road Bridge project in lieu of construction with the project. Frontage improvements along the Specific Plan frontage, outside the bridge influence area, shall be constructed with the project.

The project shall contribute a fair share or widen Walerga Road to four lanes from the southern limit of the County's Dry Creek Road bridge project to the Placer County line.

**Mitigation Measure 9-2b: Contribute a fair share to widen Walerga Road from the Dry Creek Bridge to Baseline Road (Proposed)**

The project shall pay a fair share of widening Walerga Road from the Dry Creek Bridge to Baseline Road via traffic mitigation fees. Construction of this improvement would provide LOS A. There would be a significant and unavoidable impact in the short-term until this improvement is constructed. In the long-term, with the construction of the Walerga Road improvements, the impact would be reduced to a less-than-significant level.

**Mitigation Measure 9-3a: Contribute a fair share to widen the intersections of Locust Road and Baseline Road, Watt Avenue and Baseline Road, and Walerga Road and Baseline Road (Proposed)**

The proposed project shall contribute a fair share payment toward the following improvements:

- i. Construct a second through lane on the eastbound and westbound approaches to improve the intersection of Locust Road and Baseline Road to LOS B (delay 13.0) in the a.m. peak hour and LOS B (delay 14.7) in the p.m. peak hour.
- ii. Construct a second through lane on the eastbound and westbound approaches to improve the intersection of Watt Avenue and Baseline Road to LOS A (V/C 0.60) in the p.m. peak hour.
- iii. Construct a second through lane on the southbound approach, and a second left turn lane on the eastbound and westbound approaches, to improve the intersection of Fiddymont Road/Walerga Road and Baseline Road to LOS B (V/C 0.70) in the p.m. peak hour.

**Mitigation Measure 9-3b: Contribute a fair share or widen the intersections of Watt Avenue and PFE Road, and Walerga Road and PFE Road (Proposed)**

The proposed project shall contribute a fair share or construct the following improvements:

- i. Construct a traffic signal, a northbound and southbound left turn lane and a northbound right turn lane to improve the intersection of Watt Avenue and PFE Road to LOS B (V/C 0.58) in the a.m. peak hour and LOS A (V/C 0.49) in the p.m. peak hour.
- ii. Construct a second through lane on both the northbound and southbound approaches, to improve the intersection of Walerga Road and PFE Road to LOS B (V/C 0.69) in the a.m. peak hour and LOS D (V/C 0.83) in the p.m. peak hour.

**Mitigation Measure 9-8a: Contribute a fair share to widen SR 65 from Blue Oaks Boulevard to SR 65 (Proposed)**

The Applicant proposes to make a fair share payment through the SPRTA fees, together with similar fair share payments from other projects, toward widening State Route 65 by two lanes to six lanes from Blue Oaks Boulevard to I-80. There would be a significant and unavoidable impact in the short term until the State Route 65 improvement is constructed. In the long term, with the construction of the State Route 65 improvement, the impact would be reduced to a less-than-significant level.

**Mitigation Measure 9-9a: Contribute a fair share to construct an interchange to replace the SR 70/99 and Riego Road intersection (Proposed)**

The Applicant proposed to make a fair share payment, together with similar fair share payments from other projects, toward constructing an interchange to replace the SR 70/99 and Riego Road intersection.

No fee program for the Riego Road interchange currently exists. Due to the fact that the Riego Road interchange is not fully funded, and no timeframe for completion has been determined, the impact remains significant and unavoidable.

**Mitigation Measure 9-10a: Implement Mitigation Measure 9-2a: Pay an in lieu fee and construct Walerga Road frontage improvements from the Dry Creek Bridge to the Placer County line (Proposed)**

The proposed project shall implement Mitigation Measure 9-2a (Pay an in lieu fee and construct Walerga Road frontage improvements from the Dry Creek Bridge to the Placer County line), which is described above. With implementation of this mitigation measure, this roadway segment would operate at LOS A. There would be a significant and unavoidable impact in the short term until this improvement is constructed. In the long term, with the construction of the Walerga Road improvement, the impact would be reduced to a less-than-significant level.

**Mitigation Measure 9-10b: Implement Mitigation Measure 9-2b: Contribute a fair share to widen Walerga Road from the Dry Creek Bridge to Baseline Road (Proposed)**

The proposed project shall implement Mitigation Measure 9-2b (Contribute a fair share to widen Walerga Road from the Dry Creek Bridge to Baseline Road), which is described above. With implementation of this mitigation measure, this roadway segment would operate at LOS A. There would be a significant and unavoidable impact in the short term until this improvement is constructed. In the long term, with the construction of the Walerga Road improvement, the impact would be reduced to a less-than-significant level.

**Mitigation Measure 9-11a: Contribute a fair share to widen the intersections of Locust Road and Baseline Road, and Walerga Road and Baseline Road (Proposed)**

The proposed project shall pay its fair share toward the construction of the following improvements:

- i. Construct Mitigation Measure 9-3a(i) to improve the intersection of Locust Road and Baseline Road to LOS B (delay 13.0) in the a.m. peak hour and LOS B (delay 14.8) in the p.m. peak hour.
- ii. Construct Mitigation Measure 9-3a(ii) to improve the intersection of Watt Avenue and Baseline Road to LOS B (V/C 0.63) in the p.m. peak hour.
- iii. Construct Mitigation Measure 9-3a(iii) to improve the intersection of Walerga Road and Baseline Road to LOS D (V/C 0.85) in the a.m. peak hour and LOS C (V/C 0.76) in the p.m. peak hour.

**Mitigation Measure 9-11b: Contribute a fair share or widen the intersections of Watt Avenue and PFE Road, and Walerga Road and PFE Road (Proposed)**

The proposed project shall contribute a faire share or construct the following improvements:

- i. Construct Mitigation Measure 9-3b(i) to improve the intersection of Watt Avenue and PFE Road to LOS B(V/C 0.54) in the a.m. peak hour and LOS B (V/C 0.50) in the p.m. peak hour.
- ii. Construct Mitigation Measure 9-3b(ii) to improve the intersection of Walerga Road and PFE Road to LOS A (V/C 0.48) in the a.m. peak hour and LOS B (V/C 0.68) in the p.m. peak hour.

**Mitigation Measure 9-16a: Contribute a fair share to widen SR 65 to six lanes from Blue Oaks Boulevard to I-80 (Proposed)**

The proposed project shall contribute its fair share toward Mitigation Measure 9-8a. Even with implementation of this mitigation measure, this roadway segment would operate at LOS F.

**Mitigation Measure 9-17a: Contribute a fair share to constructing an interchange at the intersection of SR 70/99 with Riego Road (Proposed)**

The Applicant proposes to contribute its fair share toward Mitigation Measure 9-9a. With implementation of this mitigation measure, this intersection would operate at LOS C or better.

**Mitigation Measure 9-18a: Create a Community Service Area to cover Transit Service (Proposed)**

The proposed project shall create a Community Service Area (CSA), and should apply to create one to cover the Plan Area, to fund the cost of transit services and any related capital costs for buses, passenger amenities, and facilities.

**Mitigation Measure 9-19a: Contribute a fair share to widen PFE Road to four lanes from Watt Avenue to Walerga Road (Proposed)**

The proposed project shall contribute its fair share toward the widening of PFE Road to four lanes from Watt Avenue to Walerga Road. With implementation of this mitigation measure, this roadway segment would operate at LOS A.

**Mitigation Measure 9-20a: Contribute a fair share to widening the intersection of Walerga Road and PFE Road, signaling the intersection of Cook Riolo Road and PFE Road, and signaling the intersection of “East” Road and PFE Road (Proposed)**

The proposed project shall contribute its fair share toward the following improvements:

- i. Construct a third through lane on the northbound and southbound approaches; a second through lane to the eastbound and westbound approaches; and a second left-turn lane to the northbound, eastbound, and westbound approaches to improve the intersection of Walerga Road and PFE Road. With implementation of this mitigation measure, this intersection would operate at LOS E.
- ii. Construct a traffic signal and left turn lanes on all approaches to improve the intersection of Cook-Riolo Road and PFE Road to LOS C in the a.m. peak hour and LOS E in the p.m. peak hour.
- iii. Construct a traffic signal to improve the intersection of “East” Road and PFE Road to LOS A in the a.m. peak hour and LOS A in the p.m. peak hour.

**Mitigation Measure 9-27a: Implement Mitigation Measure 9-19a (Contribute a fair share to widen PFE Road to four lanes from Watt Avenue to Walerga Road) (Proposed)**

Mitigation Measure 9-19a (Contribute a fair share to widen PFE Road to four lanes from Watt Avenue to Walerga Road) is described above.

**Mitigation Measure 9-28a: Implement Mitigation Measure 9-20a (Contribute a fair share to widening the intersection of Walerga Road and PFE Road, signalizing the intersection of Cook Riolo Road and PFE Road, and signalizing the intersection of “East” Road and PFE Road) (Proposed)**

Mitigation Measure 9-20a (Contribute a fair share to widening the intersection of Walerga Road and PFE Road, signalizing the intersection of Cook-Riolo Road and PFE Road, and signalizing the intersection of “East” Road and PFE Road) is described above.