

FINAL

# DRY CREEK/WEST PLACER COMMUNITY PLAN FINAL TRANSPORTATION AND CIRCULATION ELEMENT



*Prepared For:*  
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## ACRONYMS

ADT	average daily traffic
CIP	Capital Improvement Program
DUE	dwelling unit equivalent
EIR	Environmental Impact Report
HOV	high occupancy vehicle
I-80	Interstate 80
LOS	level of service
MTP	Metropolitan Transportation Plan
SACOG	Sacramento Area Council of Governments
SR	State Route
v/c	volume-to-capacity
WRSP	West Roseville Specific Plan

## 1.0 INTRODUCTION

Since the *Dry Creek/West Placer Community Plan (Community Plan)* was adopted in 1990, many land use changes have occurred in the *Community Plan* area, resulting in the need to update the *Community Plan – Transportation/Circulation Element* to account for the effects of the proposed and approved developments and the associated traffic. As a part of the *Community Plan – Transportation/Circulation Element* update, the County has reviewed the *Community Plan's* transportation goals and policies for relevance to today's community environment and to ensure applicability in the future. The objective of the *Community Plan – Transportation/Circulation Element* update is to improve traffic circulation within the *Community Plan* area while at the same time preserving its rural character. Specific objectives include:

- Conform to the policies of *Placer County's General Plan* and the *Dry Creek/West Placer Community Plan* that designate the *Community Plan* area for rural/urban development.
- Provide a comprehensively planned project that minimizes the need to acquire new rights-of-way, while providing maximum protection of sensitive environmental habitat and resources.
- Retain the rural character of the *Community Plan* area to the extent possible.
- Provide a planned infrastructure system to meet the needs of development within the *Community Plan* area to address forecasted increases in vehicle trips on local roadways in a safe and efficient manner, while preserving its rural character at the same time.
- Implement financially feasible roadway improvements to provide a reliable transportation network which manages congestion on roadways and intersections to assist the County in maintaining the desired level of service (LOS) in the *Community Plan* area. See **Section 1.2** below.

The current *Community Plan* directs that PFE Road be closed at Cook-Riolo Road when its average daily traffic volume surpasses 5,000 vehicles per day, which it has attained. When the *Community Plan* was written, this measure allowed the County to achieve its circulation goals, which included accommodating commute traffic patterns in the *Community Plan* area, while simultaneously minimizing traffic effects on Cook-Riolo Road and at the Dry Creek Elementary School site. However, the *Community Plan* also allowed for unforeseen changes in circumstances, noting the possibility that the community may decide at a future date that closing PFE Road would not be in its best interest (Placer County, 1990 [*Transportation/Circulation Element*, p. 140]). It was therefore necessary for Placer County to reevaluate whether PFE Road should be closed, and if the community was still receptive to the 1990 plan.

Since the creation of the *Community Plan*, southwestern Placer County and the surrounding region has experienced substantial growth. Given the substantial growth over the past two decades and the development plans currently under review, Placer County has determined that closing PFE Road could have undesirable regional transportation effects. Due to these changes, further analysis of the effects of closing PFE Road, as directed in the *Community Plan*, was completed. Therefore, the Placer County Department of Public Works has updated the *Community Plan – Transportation/Circulation Element* after analyzing the effects of keeping PFE Road open. The following reflects the update to the *Community Plan – Transportation Element*.

### 1.1 PURPOSE

The purpose of the *Community Plan – Transportation/Circulation Element* is to set forth goals, policies and implementation programs that will provide a transportation system that serves the future needs of the community and has the following qualities:

- A Describe the existing and future traffic conditions as the *Community Plan* area and region are developed.
- B Devise a method of ensuring safety and a desirable LOS on the *Community Plan* area roadway network.
- C Establish a Capital Improvement Program (CIP) to accommodate future traffic volumes.
- D Establish a financing method to fund the CIP.
- E Provide for necessary pedestrian, equestrian, bike and transit facilities.
- F Retain the rural nature of the area, to the extent possible.

## 1.2 GOALS AND POLICIES

To develop a transportation system that achieves the above stated purposes, the following goals and policies are established:

### Goals

- 1 Existing residential routes in the *Community Plan* area shall be preserved and enhanced as safe, scenic routes.
- 2 Transportation facilities shall allow safe and reasonably convenient travel throughout the plan area.
- 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.
- 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.
- 5 The road network within the *Community Plan* area shall be coordinated with road networks of adjacent jurisdictions.
- 6 The Capital Improvement Program (CIP) shall be sufficient to maintain LOS D on the *Community Plan* area road network – given the projected buildout of the *Community Plan* area and implementation of the CIP, except for the following arterial roadways, roadway segments, and intersections that will operate at the listed LOS when fully improved.

#### Arterial Roadways

- Baseline Road – Sutter County Line to Walerga Road/Fiddymont Road: LOS E
- Watt Avenue – Sacramento County Line to Baseline Road: LOS F

#### Roadway Segments

- Cook-Riolo Road – Vineyard Road to Baseline Road: LOS E
- Cook-Riolo Road – PFE Road to Vineyard Road: LOS F
- N. Antelope Road – PFE Road to Sacramento County Line: LOS E

- PFE Road – Cook-Riolo Road to N. Antelope Road: LOS F
- Vineyard Road – Cook-Riolo Road to Foothills Blvd: LOS F

Intersections

- Baseline Road/Watt Avenue: LOS F
- Baseline Road/Walerga Road/Fiddymont Road: LOS F
- PFE Road/Cook-Riolo Road: LOS F
- PFE Road/Walerga Road: LOS F
- PFE Road/Antelope Road: LOS F

Based on this LOS policy, roadway improvements in the *Community Plan* area would have an adverse impact if the following were to occur.

- The LOS would worsen from acceptable A, B, C, D, or E (for the selected locations identified above) to unacceptable E or F.
- Any worsening of LOS E or F conditions as measured by increased volume-to-capacity (v/c) ratio of 0.05 for roadways and signalized intersections or by increased delay of 5 seconds for unsignalized intersections.

- 7 Sufficient funding shall be available to fund projects in the CIP.
- 8 A community trail system shall be developed to:
  - a. Provide safe, pleasant, convenient travel by foot, horse or bicycle within the *Community Plan* area.
  - b. Provide recreational opportunities to residents of the *Community Plan* area.
  - c. Connect local trails to regional trail systems.
  - d. Establish an off-street, non-vehicular community trail system which links school facilities, parks and recreation, community buildings, and other community-oriented public services with residential developments.
- 9 Public and private transit use shall be encouraged. Public transportation opportunities shall be expanded when feasibility can be demonstrated.
- 10 Deleted.
- 11 Road and trail maintenance shall be adequate to ensure safety, economy, and efficiency.

**Policies**

- 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.
- 2 Deleted.
- 3 The road network for the *Community Plan* area shall be planned in a manner which avoids the need for additional lanes on Cook-Riolo Road.
- 4 The road network for the *Community Plan* area shall be planned in a manner which reduces future traffic volumes to the extent practicable on both PFE Road and Cook-Riolo Road, and past the historic Dry Creek Elementary School site.

5 Deleted.

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 widths are shown in the following table for roadways within the *Community Plan* area:

<b>Roadway</b>	<b>Right-of-Way</b>
Baseline Road (Sutter County line to Walerga Road/Fiddymont Road)	106 feet
North Antelope Road	100 feet
PFE Road (Watt Avenue to Walerga Road)	64 feet
PFE Road (North Antelope Road to City of Roseville)	100 feet
Watt Avenue	130 feet
Walerga Road	106 feet
All Other 2 Lane Roads	60 feet

The County may modify these right-of-way standards at their discretion, and may elect to exclude landscaped areas, sidewalks, utilities, and other roadway appurtenances from the defined public right-of-way.

7 Street lighting, traffic signals, and signage shall be kept to a minimum.

8 Off-street vehicular parking shall be provided for all new development

9 The LOS on roadways and intersections identified in the Capital Improvement Program (CIP) shall be at LOS D. Specific exceptions to this standard will be roadways and intersections that shall be LOS E or F as defined by Goal 6.

The County may allow exceptions to this LOS standard where it finds that the improvements or other measures required to achieve the LOS standard are unacceptable based on established criteria. In allowing any exception to the standard, the County shall consider the following factors:

- The number of hours per day that the intersection or 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 County shall weigh the costs versus the benefit of each proposed improvement.
- 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 findings to allow the standards to be exceeded.
- The County shall also meet and obtain feedback from the West Placer Municipal Advisory Committee in consideration of these exceptions to established standards.

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

- 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.
- 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.
- 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.
- 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.
- 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.
- 15 Trail easements shall not be abandoned unless there is strong evidence of no practical use for trail purposes.
- 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-n-ride” shelters and parking areas shall be required at appropriate locations as conditions approval.
- 17 Deleted.
- 18 Land development projects shall be designed to minimize the number of access points onto major roadways.
- 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.
- 20 A full environmental analysis under the California Environmental Quality Act at a project level shall be undertaken, and public hearings shall be held prior to approval of the widening of any road scheduled for expansion under this *Community Plan*.

## 2.0 EXISTING TRANSPORTATION SYSTEM

### Setting

The transportation system that presently serves the *Community Plan* area includes a network of roadways, bicycle lanes, and multiple purpose trails. The existing conditions of each of these components of the transportation network serving the *Community Plan* area is discussed here in order to establish a foundation upon which the future transportation network is defined and developed.

### Highways and Roads

The most prominent feature of the existing transportation network is the system of roadways that serve the *Community Plan* area. This is obviously due to the predominance of automobile travel in serving the community's transportation needs. The network of local streets and arterial/collector roadways that serve a community is ordered in a hierarchical fashion depending on the traffic use of each roadway.

Roadways serve two conflicting purposes from a design standpoint: to provide mobility and to provide access to adjacent land uses. High and constant speed is desirable for mobility, while access to adjacent land uses is accomplished at low speeds. The functional classification of roadways serves to emphasize the functional design requirements of a roadway. Local streets emphasize the land access function, arterial roadways emphasize a high level of mobility for through traffic, and collector roadways offer a more balanced service to both functions.

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 in this system are classified 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 upon future 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. Rural collector roadways may or may not carry high traffic volumes, but predominant travel distances are shorter than on arterial roadways. Consequently, more moderate speeds may be typical.

**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 travel into, out of, and through the rural areas of the community and generally have higher speed limits than collector roadways.

**Figure 1** presents the existing functional classification of roadways in the *Community Plan* area.

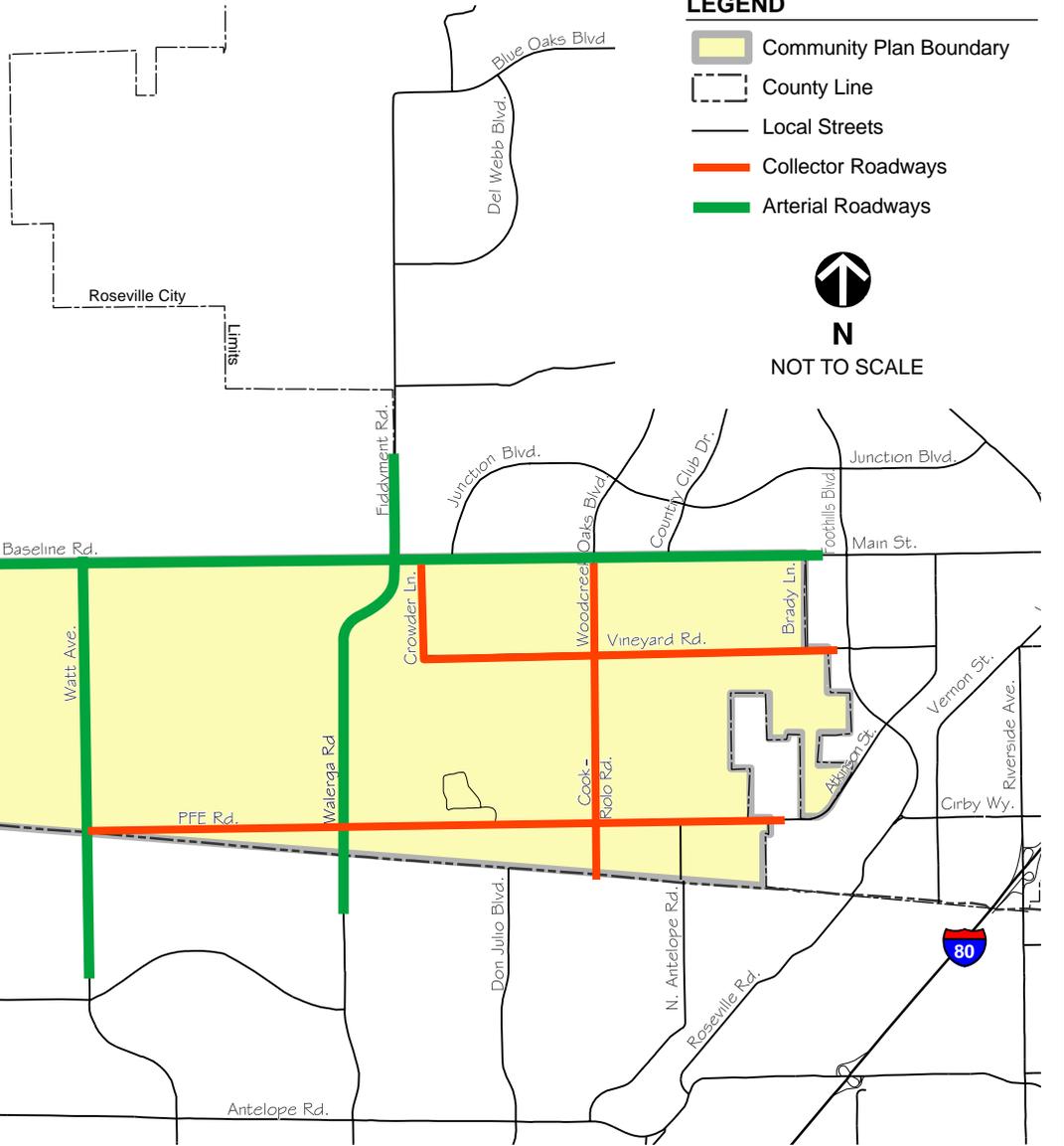
### Primary Roadways

The existing roadway network in the *Community Plan* area consists of local streets, collector roadways, and arterial roadways. Adjacent to the *Community Plan* area, about 2 miles to the southeast, is Interstate 80 (I-80). The key roadways shown on **Figure 1** are described below.

- **Baseline Road** is a major east-west arterial that connects the City of Roseville with State Route (SR) 70/99 in Sutter County. Within Sutter County, this roadway becomes Riego Road, while east of Foothills Boulevard this roadway becomes Main Street. This road has two lanes from SR 70/99 to Walerga Road and three lanes (two westbound and one eastbound) from Walerga Road to Foothills Boulevard.
- **Cook-Riolo Road** is a north-south, two-lane rural collector that connects PFE Road and Baseline Road. North of Baseline Road, in the City of Roseville, this roadway becomes Woodcreek Oaks Boulevard.
- **Crowder Lane** is a north-south, two-lane minor collector that connects Vineyard Road and Baseline Road.
- **Locust Road** is a north-south, two-lane rural collector that extends from the Sacramento County line across Baseline Road and north to Sankey Road in Sutter County.
- **North Antelope Road** is a north-south, two-lane rural collector that connects PFE Road to Sacramento County. Within the *Community Plan* area, North Antelope Road is a two-lane roadway that transitions to a four-lane roadway in Sacramento County.
- **PFE Road** is an east-west, two-lane rural collector that connects Watt Avenue and Atkinson Street.
- **Walerga Road** is a north-south, two-lane minor arterial (with some four-lane sections) that connects Baseline Road at Fiddymet Road to Sacramento County.
- **Watt Avenue** is a north-south, two-lane major arterial that connects Baseline Road to Sacramento County. Within the *Community Plan* area Watt Avenue is a two-lane roadway that transitions to a four-lane roadway in Sacramento County. Watt Avenue connects western Placer County with I-80.
- **Vineyard Road** is an east-west, two-lane minor collector that connects Crowder Lane to the City of Roseville. In the City of Roseville, Vineyard Road transitions to a four-lane roadway.

### Level of Service Criteria

Determination of traffic impacts is based on projected roadway volumes and comparisons to roadway capacities. Roadway operating conditions are described using the concept of 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 one-half mile of state or interstate highways, where the standard is LOS D. The County may allow exceptions to these LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria.



Source:  
Study Area Map, Fehr & Peers, 2009

**PROJECT AREA LOCATION AND  
EXISTING FUNCTIONAL CLASSIFICATION**

July 2011  
28067005

Dry Creek/West Placer  
Community Plan Update  
Placer County, CA



**FIGURE 1**

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Traffic operations for the *Community Plan* area were analyzed for roadway capacity under existing conditions. For each study roadway, the daily roadway volume was compared to the County’s roadway thresholds to assign a LOS according to the roadway type and the number of lanes. **Table 1** lists the roadway LOS evaluation criteria from the *Placer County General Plan Final Environmental Impact Report (EIR)* (1994, pages 4 through 21).

**Table 1**  
**Evaluation Criteria for Roadway LOS**

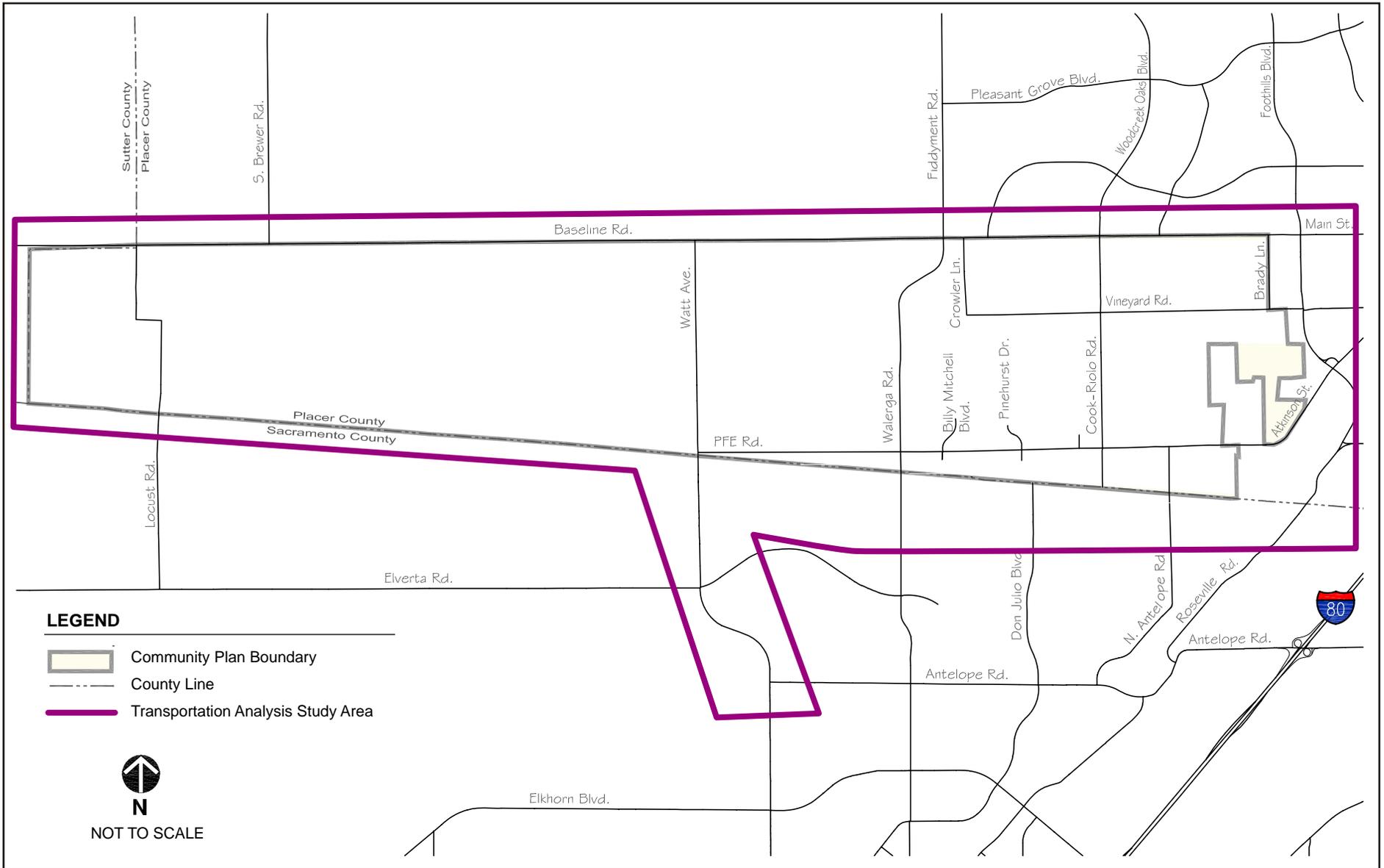
Roadway Capacity Class	Maximum Daily Traffic Volume Per Lane				
	LOS A	LOS B	LOS C	LOS D	LOS E
Arterial – High Access Control	6,000	7,000	8,000	9,000	10,000
Arterial – Moderate Access Control	5,400	6,300	7,200	8,100	9,000
Arterial/Collector – Low Access Control	4,500	5,250	6,000	6,870	7,500
Rural 2-lane Highway – Level Terrain	1,500	2,950	4,800	7,750	12,500
Rural 2-lane Highway – Rolling Terrain	800	2,100	3,800	5,700	10,500
Notes: LOS A – Free Flow/Insignificant Delay. LOS B – Stable Operation/Minimal Delay. LOS C – Stable Operation/Acceptable Delay. LOS D – Approaching Unstable/Tolerable Delay. LOS E – Unstable Operation/Significant Delay. Volumes at or near capacity. LOS F – Forced Flow/Excessive Delay. Represents jammed conditions. Source: <i>Placer County General Plan Final EIR</i> (1994, pages 4 through 21)					

For signalized intersections, the LOS was determined according to the Circular 212 methodology (Transportation Research Board, 1980). At stop-controlled intersections, the *Highway Capacity Manual* methodology (Transportation Research Board, 2000) was applied. For all-way stop-controlled intersections, the intersection LOS is assigned based on the overall average control delay. For side-street stop-controlled intersections, the LOS is based on the control delay for the worst-case movement. **Table 2** shows the intersection LOS evaluation criteria.

The transportation analysis study area includes the major roadways and intersections within the *Community Plan* area. The *Community Plan* area boundaries are Baseline Road on the north, the Placer/Sutter County line to the west, the Placer/Sacramento County line to the south, and the City of Roseville to the east. The transportation analysis study area is shown on **Figure 2**. Traffic operations for the major *Community Plan* area roadways and intersections were estimated under existing conditions (2007) and cumulative (2025) conditions. Daily roadway and PM peak-hour intersection volumes were collected during 2005 and 2006.

### Roadway Level of Service

**Figure 3** shows the existing average daily traffic (ADT) volumes on the study roadway segments. 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* (Crawford Multari & Starr et al., 1994). **Table 3** lists the daily volume and the LOS according to Placer County thresholds.



Source:  
Study Area Map, Fehr & Peers, 2009

**TRANSPORTATION ANALYSIS STUDY AREA**

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28067005

Dry Creek/West Placer  
Community Plan Update  
Placer County, CA



**FIGURE 2**



**Table 2  
Evaluation Criteria for Intersection LOS**

LOS	Signal	Unsignalized
	Volume to Capacity Ratio	Average Control Delay <sup>1</sup>
A	≤ 0.6	≤ 10
B	> 0.6 to 0.7	> 10 to 15
C	> 0.7 to 0.8	> 15 to 25
D	> 0.8 to 0.9	> 25 to 35
E	> 0.9 to 1.0	> 35 to 50
F	> 1.0	> 50

Notes: 1. Measured in seconds per vehicle

LOS A – Free Flow/Insignificant Delay. No approach phase is fully used by traffic and no vehicle waits longer than one red indication.

LOS B – Stable Operation/Minimal Delay. An occasional approach phase is fully used. Many drivers begin to feel somewhat restricted.

LOS C – Stable Operation/Acceptable Delay. Major approach phases fully used. Most drivers feel somewhat restricted.

LOS D – Approaching Unstable/Tolerable Delay. Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.

LOS E – Unstable Operation/Significant Delay. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.

LOS F – Forced Flow/Excessive Delay. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Interim Materials on Highway Capacity, Circular 212*, (Transportation Research Board, 1980) and *Highway Capacity Manual* (Transportation Research Board, 2000)

**Table 3  
Existing Conditions Roadway Segment Operations**

Roadway Segment	Classification	Lanes	ADT	LOS
Antelope Rd - PFE Rd to Sacramento County Line	Rolling Terrain Rural Highway	2	6,900	C
Baseline Rd - Sutter County Line to Locust Rd	High Access Arterial	2	10,100	A
Baseline Rd - Locust Rd to Watt Ave	High Access Arterial	2	10,400	A
Baseline Rd - Watt Ave to Walerga Rd	High Access Arterial	2	12,600	B
Baseline Rd - Walerga Rd to Cook-Riolo Rd	Moderate Access Arterial	3	13,600	A
Baseline Rd - Cook-Riolo Rd to Foothills Blvd	Moderate Access Arterial	3	17,300	B
Cook-Riolo Rd - Baseline Rd to Vineyard Rd	Level Terrain Rural Highway	2	3,100	B
Cook-Riolo Rd - Vineyard Rd to PFE Rd	Rolling Terrain Rural Highway	2	3,700	B
Crowder Ln - Vineyard Rd to Baseline Rd	Rolling Terrain Rural Highway	2	900	A
PFE Rd - Watt Ave to Walerga Rd	Level Terrain Rural Highway	2	4,700	B
PFE Rd - Walerga Rd to Pinehurst Dr.	Level Terrain Rural Highway	2	7,200	C
PFE Rd - Rawhide Ln to Cook-Riolo Rd	Level Terrain Rural Highway	2	5,800 <sup>a</sup>	B
PFE Rd - Cook-Riolo Rd to Antelope Rd	Rolling Terrain Rural Highway	2	6,600 <sup>a</sup>	C
PFE Rd - Antelope Rd to Atkinson St	Rolling Terrain Rural Highway	2	8,700	D
Vineyard Rd - Crowder Ln to Cook-Riolo Rd	Rolling Terrain Rural Highway	2	1,600 <sup>a</sup>	A
Vineyard Rd - Cook-Riolo Rd to Foothills Blvd	Rolling Terrain Rural Highway	2	3,100	B
Walerga Rd - Baseline Rd to PFE Rd	High Access Arterial	2	14,900	C
Walerga Rd - PFE Rd to Sacramento County Line	Moderate Access Arterial	2	10,700	A
Watt Ave - Baseline Rd to PFE Rd	Moderate Access Arterial	2	7,100	A
Watt Ave - PFE Rd to Sacramento County Line	Rolling Terrain Rural Highway	2	<b><u>19,400</u></b>	<b><u>E</u></b>

**Source:** Fehr & Peers, 2009

**Notes:** Bold and underlined font indicates LOS E or F conditions.

<sup>a</sup> Estimated using 10 times the PM peak-hour volume at an adjacent intersection.

The majority of the study roadways have LOS C or better conditions. However, the following roadway segment currently has LOS E or worse conditions: Watt Avenue between the Sacramento County line and PFE Road (LOS E).

The Walerga Road and Watt Avenue segments are two-lane roadways (a portion of Walerga Road is four lanes) that join to four or more lane roadways, resulting in a high volume of traffic on these roadways.

### Intersection Level of Service

**Figure 4** shows the PM peak-hour volumes, traffic control, and lane configurations for the study intersection under existing conditions. **Table 4** lists the results of the intersection operations analysis for existing conditions. Of the 12 study intersections, two operate with LOS E or worse conditions during the PM peak-hour: Baseline Road/Watt Avenue (LOS E) and Baseline Road/Locust Road (LOS F). The Baseline Road/Watt Avenue intersection experiences a deficient LOS due to high traffic volumes on Baseline Road. The high Baseline Road volumes also cause high delays at the all-way stop controlled intersection at Locust Road.

**Table 4**  
**Existing Conditions Intersection Operations**

Intersection	Control	V/C Ratio or Delay <sup>a</sup>	LOS
2. Baseline Rd/Locust Rd	All-Way Stop	<b><u>1.11</u></b>	<b><u>F</u></b>
3. Baseline Rd/Watt Ave	Signal	<b><u>0.93</u></b>	<b><u>E</u></b>
4. Baseline Rd/Walerga Rd/Fiddymnt Rd	Signal	0.74	C
5. Baseline Rd/Cook-Riolo Rd/Woodcreek Oaks Blvd	Signal	0.63	B
6. Baseline Rd/Brady Ln	Side-Street Stop	27	D
12. PFE Rd/Watt Ave	All-Way Stop	17	C
13. PFE Rd/Walerga Rd	Signal	0.89	D
14. PFE Rd/Pinehurst Dr.	All-Way Stop	11	B
15. PFE Rd/Cook-Riolo Rd	All-Way Stop	10	B
16. PFE Rd/Antelope Rd	All-Way Stop	12	B
17. Vineyard Rd/Cook-Riolo Rd	All-Way Stop	9	A
18. Vineyard Rd/Brady Ln	Side-Street Stop	10	A
<b>Source:</b> Fehr & Peers, 2009			
<b>Notes:</b> Bold and underline font indicate LOS E or F conditions.			
<sup>a</sup> For signals, the volume-to-capacity ratio is shown. For all-way stop intersections, the average control delay in seconds per vehicle is reported for locations with LOS E or better conditions, and the volume-to-capacity ratio is reported for locations with LOS F conditions. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported.			

### Transit Service

The *Community Plan* area is not currently served by transit because there is very little population, employment, or retail activity in the area. Roseville Transit provides the nearest transit service. Route R travels in both directions along Foothills Boulevard, with a bus stop at Vineyard Road. Service is provided twice during the morning and evening commute times. Route R terminates at the Louis/Orlando Transfer Point, where connections are provided to metropolitan Sacramento destinations. No Placer County Transit or Sacramento RT routes directly serve the *Community Plan* 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 also organizes a commuter vanpool program that works well for commuters in outlying rural and suburban areas. As a part of the approved

Placer Vineyards Specific Plan, northbound and southbound bus rapid transit lanes are planned along Watt Avenue from Baseline Road south to the Sacramento County line. The *Placer County General Plan* designates Watt Avenue as a future transit corridor. Bus rapid transit has been evaluated to serve this corridor as part of the approved development of Placer Vineyards and other specific plan areas in western Placer County. Additionally, future transit service has been studied by Roseville Transit to provide new service along Baseline Road. No other transit service is planned for the *Community Plan* area.

## Aviation

There are presently no airports in *Community Plan* area. The nearest airport is located in the City of Lincoln, approximately 10 miles to the north. There is one historic private landing strip within the *Community Plan* area that is seldom used.

## Transportation Systems Management

There are no public park-n-ride lots or other transportation system management efforts presently underway within the *Community Plan* area as a whole. However, both the Placer Vineyards Specific Plan and Regional University propose specific efforts as a part of their development (see **Figure 5** for the location of these developments).

## Bicycle/Pedestrian 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.

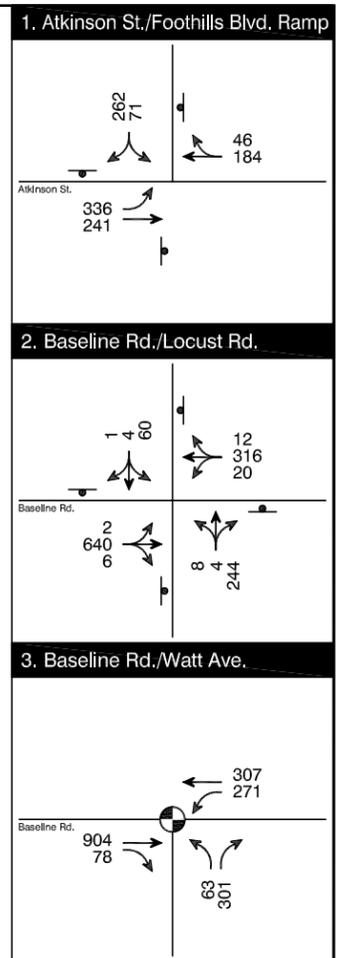
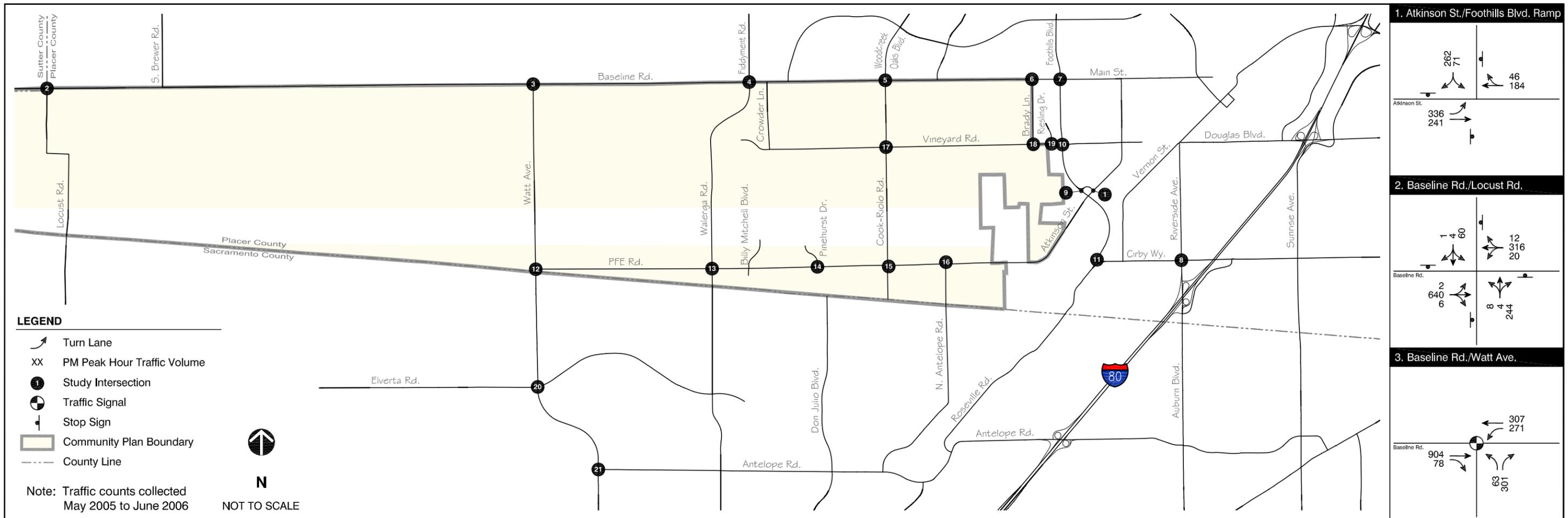
There is a very limited bikeway system in the *Community Plan* area due to its rural nature. Generally, the roadways located within the *Community Plan* area, apart from PFE Road and Walerga Road north of Dry Creek, are approximately 24 feet wide and do not have paved shoulders. The typical cross-section of Cook-Riolo Road, Vineyard Road, and Watt Avenue is 24 feet of traveled way with no paved shoulders as shown in **Exhibit 1**. PFE Road and Walerga Road south of Dry Creek have paved shoulders although the shoulder width is about 2 feet as shown in **Exhibit 2**.



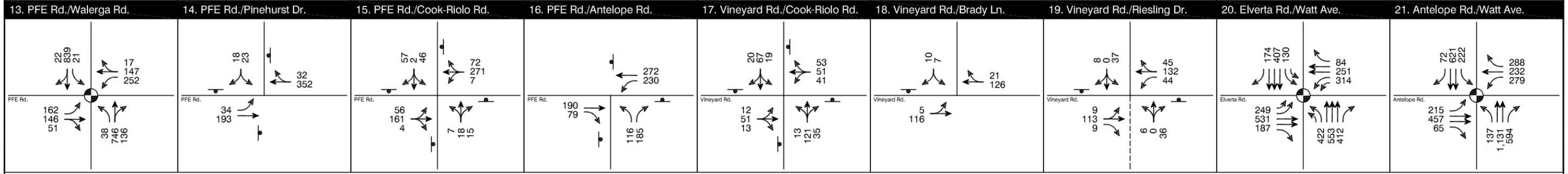
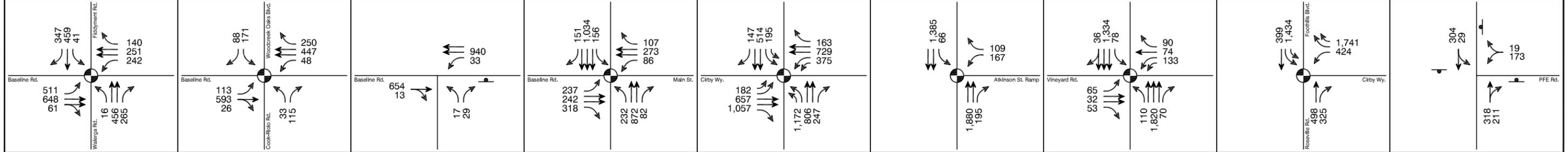
**Exhibit 1 – Cook-Riolo Rd. south of Vineyard Rd.**



**Exhibit 2 – PFE Rd. east of Antelope Rd.**



4. Baseline Rd./Walerga Rd./Fiddymnt Rd. 5. Baseline Rd./Cook-Riolo Rd./Woodcreek Oaks Blvd. 6. Baseline Rd./Brady Ln 7. Baseline Rd./Main St./Foothills Blvd. 8. Cirby Wy./Riverside Ave. 9. Atkinson St. Ramp/Foothills Blvd. 10. Vineyard Rd./Foothills Blvd. 11. Cirby Wy./Roseville Rd./Foothills Blvd. 12. PFE Rd./Watt Ave.



Source: Study Area Map, Fehr & Peers, 2009

**PM PEAK-HOUR TRAFFIC VOLUMES  
- EXISTING INTERSECTIONS**

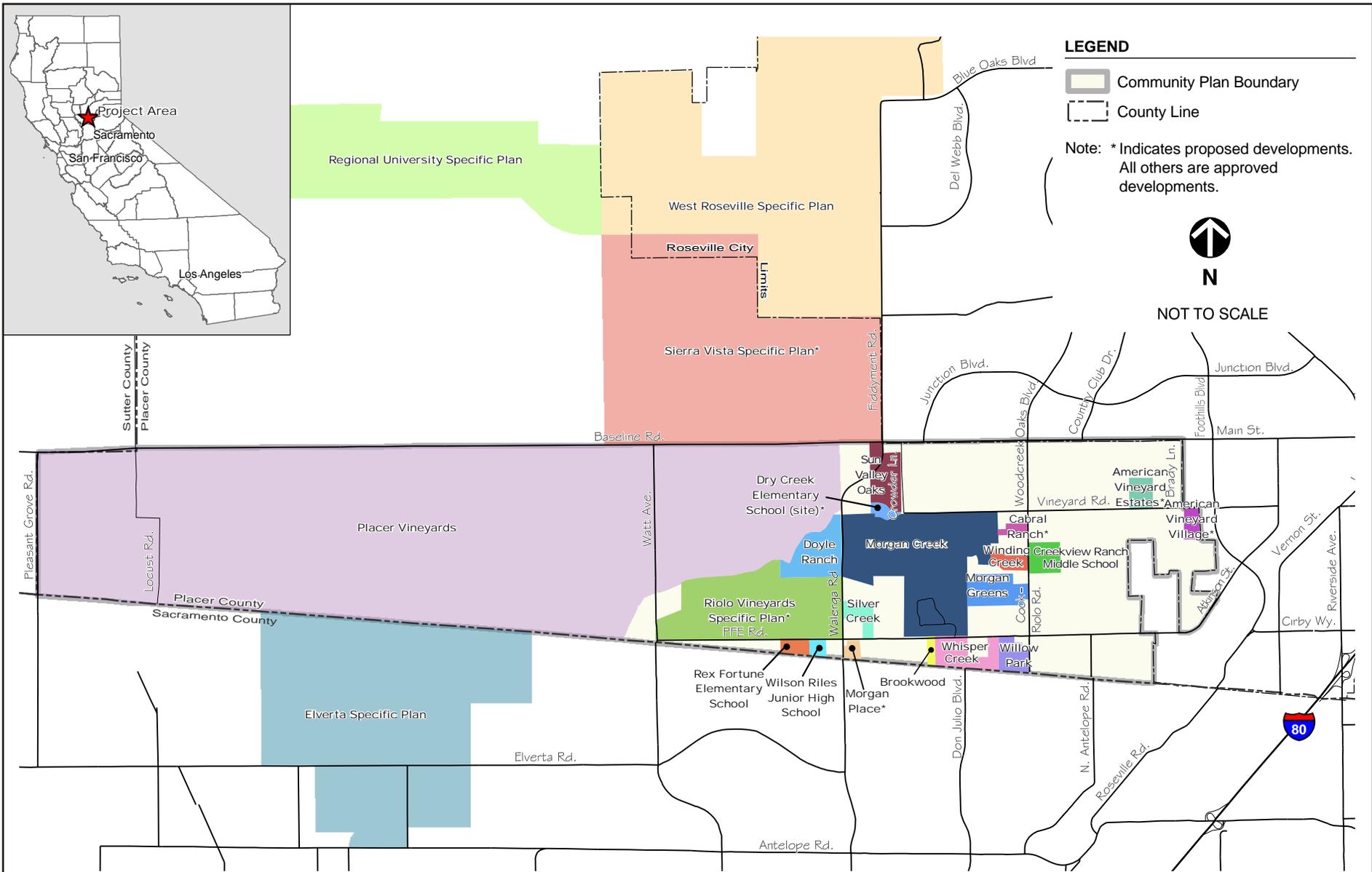
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**URS**

**FIGURE 4**





Source:  
Study Area Map, Fehr & Peers, 2009

**REGIONAL AND COMMUNITY PLAN AREA  
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**FIGURE 5**

Improved bicycle/pedestrian facilities are found adjacent to recently constructed residential developments. For example, detached sidewalks and Class II bicycle lanes (striped on-street bikeways) are found along the frontage of the Morgan Creek, Doyle Ranch, and Sun Valley Oaks subdivisions on PFE Road, Vineyard Road, and Walerga Road (see **Exhibit 3**). Additionally, a Class I mixed-use bicycle path (the Dry Creek Greenway) exists along the south side of Dry Creek from west of Walerga Road to Cook-Riolo Road (see **Exhibit 4**).



**Exhibit 3 – Vineyard Rd. east of Crowder Ln.**



**Exhibit 4 – Dry Creek Greenway**

The bicycle/pedestrian facilities in the *Community Plan* area are listed below.

- **Baseline Road** – Class II bicycle lanes are planned on the south side (eastbound) from Walerga Road to Brady Lane). Class II bicycle lanes are planned from the Sutter/Placer County line east to Walerga Road as a part of the approved Placer Vineyards Specific Plan.
- **Cook-Riolo Road** – Detached sidewalk/path on the west side (southbound) from the Dry Creek Greenway to PFE Road, pedestrian and bicycle access at the Sacramento County Line.
- **Dry Creek Greenway** – Class I multi-use path is planned along the south side of Dry Creek just west of Watt Avenue, from the Sacramento/Placer County line east to Cook-Riolo Road. Currently it exists just south of Dry Creek, from west of Walerga Road to Cook-Riolo Road.
- **PFE Road** – Detached sidewalk and Class II bicycle lanes on the north side (westbound) along the Morgan Creek subdivision.
- **Vineyard Road** – Detached sidewalk on the south side and Class II bicycle lanes on both sides along the Morgan Creek subdivision, Class I multi-use path from the end of Vineyard Road west of Crowder Lane to Walerga Road.
- **Walerga Road** – Detached sidewalks along the Doyle Ranch, Morgan Ranch, and Sun Valley Oaks subdivisions, Class II bicycle lanes from Dry Creek to Baseline Road.
- **Watt Avenue** – Class II bicycle lanes are planned from Baseline Road south to the Placer/Sacramento County line as a part of the approved Placer Vineyards Specific Plan.

Placer County adopted a *Regional Bikeway Plan* in 2002, which covers much of Placer County. This plan supplements the Placer County Bikeway Master Plan (created in 1988) in an effort to update planning documents and to comply with the California Bicycle Transportation Act.

## Trails

An extensive system of pedestrian and equestrian trails is proposed within the current Community Plan. The system as laid out provides for a number of important connections between schools, parks, major open space areas, and neighboring and regional trail facilities. Trails are discussed in greater detail in Section II (E) Parks and Recreation of the *Community Plan*.

## Existing Roadway Improvement Programs

The *Community Plan* area's history has been primarily influenced by events occurring in the nearby cities of Sacramento and Roseville. The cities of Sacramento and Roseville have now become major growth areas in the region, and the *Community Plan* area's proximity to these cities has led to spill-over growth in the area. Since the creation of the *Community Plan*, southwestern Placer County and the surrounding regions have experienced substantial growth in the *Community Plan* area. Given the substantial growth over the past two decades and the development proposals currently under review, Placer County staff added the following roadway improvement projects to the CIP based upon the projected buildout of the *Community Plan* area. Each of these projects would occur regardless of the *Community Plan – Transportation/Circulation Update*.

- Widen Baseline Road from 2 to 6 lanes from the Sutter County line to Walerga Road/Fiddymont Road (City/County Fee Program).
- Widen North Antelope Road from 2 to 4 lanes from Sacramento County line to PFE Road.
- Widen PFE Road from 2 to 4 lanes from North Antelope Road to the Roseville city limits.

Adding these roadway improvement projects to the CIP ensures that traffic mitigation fees will be collected as projects are approved for development. These fees would be applied in part toward funding these roadway improvements. However, due to the uncertainty as to when sufficient funds can be obtained to actually build these improvements, a specific completion date has yet to be determined.

## 3.0 PLANNING ASSUMPTIONS

### Traffic Model

Transportation system needs and impacts are based on the Placer Regional Travel Demand Model, which was originally developed by DKS Associates in 1993 and has since been updated and revalidated to 2004 conditions. The model can forecast daily, AM peak-hour, and PM peak-hour traffic volumes for 2025 conditions. The traffic impact studies for the Regional University and Placer Vineyards Specific Plans used this version of the model.

The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and 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 *Community Plan* area impacts, two types of 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 PM peak-hour traffic conditions following the same methodology used in the *Placer County General Plan EIR*. The PM peak-hour was studied because it is the period of the day with the highest traffic volumes. Daily roadway and PM peak-hour intersection volumes were collected during 2005 and 2006. These analyses address the major roadways and intersections in the vicinity of the *Community Plan* area, as shown on **Figure 3** (roadways) and **Figure 4** (intersections).

## Future Land Use Assumptions

The Placer Regional Travel Demand Model contains Year 2025 levels of development within the region and the anticipated development within south Placer County. The *Community Plan* area and the internal or nearby planned or proposed developments are shown in **Figure 5**. Cumulative development assumptions were prepared through discussions with the staffs of Placer County and the cities of Roseville, Rocklin, and Lincoln. The cumulative development scenario was based on estimates of 2025 development levels in Placer County and the remainder of the region. The new and improved roadways that would be part of new development areas were assumed under the Cumulative No Project scenario. **Table 5** shows the assumed land uses for planned or proposed developments in addition to existing developments within the *Community Plan* area. **Table 6** lists the assumed land uses for communities outside the *Community Plan* area. No development is assumed for the Curry Creek Community Plan Area as a part of this analysis. Additional land use detail for the *Community Plan* area was added to the Placer Regional Travel Demand Model to further refine the results of this transportation and circulation analysis.

**Table 5  
Community Plan Area Land Use Assumptions**

Project	Residential (dwelling units)		Employment (thousand square feet)			School Enrollment
	Single- Family	Multi- Family	Retail	Office	Industrial	
American Vineyard Estates	53	0	0	0	0	0
American Vineyard Village	161	0	0	0	0	0
Brookwood	16	0	0	0	0	0
Cabral Ranch	12	0	0	0	0	0
Doyle Ranch	126	0	0	0	0	0
Morgan Creek	579	64	0	0	0	0
Morgan Greens	117	0	0	0	0	0
Morgan Place	101	0	0	0	0	0
Placer Vineyards	10,438	3,694	1,855	1,764	0	10,400
Rex Fortune Elementary School	0	0	0	0	0	650
Riolo Vineyards	878	70	88	0	0	0
Silver Creek	79	0	0	0	0	0
Sun Valley Oaks	75	0	0	0	0	600
Creekview Ranch Middle School	0	0	0	0	0	1,200
Whisper Creek	104	0	0	0	0	0
Willow Park	77	0	0	0	0	0
Wilson Riles J.H. School	0	0	0	0	0	1,500
Winding Creek	11	0	0	0	0	0
<b>Sources:</b> DKS Associates, 2005; Placer County, 2006; and Fehr & Peers, 2006						

**Table 6  
Regional Land Use Assumptions**

Jurisdiction	Plan Area	Residential (dwelling units)	Employment (thousand square feet)			College Enrollment
			Retail	Office	Industrial	
Lincoln	General Plan	22,123	2,948	3,622	8,161	5,000
	Sphere of Influence Expansion	15,000	1,875	4,000	0	0
Placer County	Sunset Industrial	0	357	912	7,851	0
	Regional University	4,387	215	27	0	6,000
Rocklin	General Plan	28,606	4,586	2,848	3,622	23,000
Roseville	General Plan	60,002	14,400	15,319	17,401	0
	Placer Ranch	6,758	900	2,213	1,387	25,000
	Sierra Vista	10,756	1,323	436	0	0
	Creekview	2,600	300	0	0	600
Sacramento County	Elverta	4,950	195	58	0	0
Sutter County	South Sutter	8,750	1,094	750	1,500	0
<b>Sources:</b> DKS Associates, 2005; Fehr & Peers, 2006						
<b>Note:</b> Sierra Vista has been revised to 6,650 residential units in 2009. This change is not included in the traffic model assumptions.						

## Roadway Assumptions

Future transportation improvements have been identified by the *Placer County General Plan* and CIP; the general plans and CIPs for Roseville, Sacramento County; and SACOG's *2027 Metropolitan Transportation Plan* (MTP). The 2027 MTP was used in this traffic analysis, which began in May 2006, because the 2035 MTP was not available until March 2008. New roadways needed to serve proposed development areas assumed in the cumulative 2025 scenario were based on discussions with local jurisdictions. **Table 7** lists the roadway projects that are expected to be completed under the Cumulative Scenario(s) within the *Community Plan* area, and shown on **Figure 6**. **Table 8** lists the roadway projects that are expected to be completed under the cumulative scenario within the region.

The adopted roadway network in the current *Community Plan – Transportation/Circulation Element* assumed two connections between Placer County and Sacramento County that do not exist today. Cook-Riolo Road was assumed to continue farther south into Sacramento County. Cook-Riolo Road is now closed to vehicle traffic at the Placer/Sacramento County line, although pedestrian and bicycle traffic is allowed. Don Julio Boulevard, a Sacramento County arterial, was assumed to be extended north to intersect PFE Road west of Cook-Riolo Road. However, the Placer County Board of Supervisors has approved the elimination of the extension of Don Julio Boulevard. Therefore, the Cook-Riolo Road and Don Julio Boulevard connections were not assumed to occur under the Cumulative No-Project Scenario.

**Table 7  
Community Plan Area Roadway Assumptions \***

<b>Roadway</b>	<b>Improvement</b>	<b>Source</b>
Antelope Rd	Widen from 2 to 4 lanes, Sacramento County to PFE Rd	County
Atkinson St	Widen from 2 to 4 lanes, PFE Rd to Foothills Blvd	Roseville/MTP
Baseline Rd	Widen from 2 to 6 lanes, Pleasant Grove Rd to Walerga Rd	County
Baseline Rd	Widen from 3 to 4 lanes, Walerga Rd to Foothills Blvd	Roseville/MTP
Cook-Riolo Rd	Replace one lane bridge at Dry Creek with two-lane bridge with shoulders	County
Dyer Ln	Extend to Baseline Rd and widen as 4 lanes	County
Foothills Blvd	Widen from 4 to 6 lanes, Cirby Way to Atkinson St **	MTP
Foothills Blvd	Widen from 5 to 6 lanes, Atkinson St to Vineyard Rd **	MTP
PFE Rd	Widen from 2 to 4 lanes, Antelope Rd to Atkinson St	Roseville
Walerga Rd	Widen from 2 to 4 lanes, Baseline Rd to Sacramento County	Unknown
Watt Ave	Widen from 2 to 6 lanes, PFE Rd to Baseline Rd	County
16 <sup>th</sup> St	Extend from Sacramento County and widened as 4 lanes	County
<p><b>Source:</b> Placer County, 2004</p> <p><b>Notes:</b> MTP – Metropolitan Transportation Plan</p> <p>* The roadway improvements listed in this table were assumed at the time the traffic modeling was conducted. Some improvements have since been completed, while other planned roadway improvements have been developed subsequent to the traffic modeling but are not listed in this table.</p> <p>**Improvement now complete</p>		



Source:  
Study Area Map, Fehr & Peers, 2009

**REGIONAL AND COMMUNITY PLAN AREA  
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**FIGURE 6**

**Table 8  
Regional Roadway Assumptions \***

<b>Roadway</b>	<b>Improvement</b>	<b>Source</b>
Baseline Rd	Widen from 2 to 4 lanes, Fiddymment Rd to Brady Ln	MTP
Baseline Rd	Widen from 2 to 6 lanes, Sutter County to Watt Ave	County
Baseline Rd	Widen from 2 to 6 lanes, Watt Ave to Fiddymment Rd	County
Blue Oaks Blvd	Extend with 4 lanes, Fiddymment Rd to west side of WRSP	Roseville
Douglas Blvd	Widen from 4 to 6 lanes, Cavitt Stallman Rd to Sierra College Blvd	MTP
Fiddymment Rd	Widen to 4 lanes, Pleasant Grove Blvd to Northern City limits	Roseville
Fiddymment Rd	Widen to 4 lanes, Baseline Road to Pleasant Grove Blvd	Roseville
Foothills Blvd North	Extend with 2 lanes, Sunset Blvd to Athens Rd **	County
Foothills Blvd	Extend with 2 lanes, Sunset Blvd to Roseville City Limits	County
Foothills Blvd	Widen from 4 to 6 lanes, Cirby Way to Pleasant Grove Blvd	MTP
Nelson Lane	Widen from 2 to 4 lanes, SR 65 Bypass to Nicolaus Rd	MTP
PFE Rd	Widen to 4 lanes, North Antelope Rd to Roseville City Limits	MTP
Philip Rd	Realign with 2 lanes, between Blue Oaks Blvd and Bob Doyle Dr.	Roseville
Pleasant Grove Blvd	Widen from 4 to 6 lanes, Foothills Blvd to Woodcreek Oaks Blvd	Roseville
Pleasant Grove Blvd	Widen from 2 to 4 lanes, Woodcreek Oaks Blvd to Sun City Blvd	MTP
Pleasant Grove Blvd	Extend with 4 lanes, current terminus to West Side Drive	Roseville
Pleasant Grove Blvd	Extend with 2 lanes, west of West Side Drive	Roseville
Roseville Pkwy	Extend over Union Pacific Rail Road tracks	Roseville
Roseville Pkwy	Construct 4 lanes, Washington Blvd to Foothills Blvd	Roseville
East Roseville Pkwy	Widen from 2 to 4 lanes, City Limits to Sierra College Blvd	MTP
SR-65	Construct Sunset Blvd interchange **	MTP
SR-65	Widen from 2 to 4 lanes, Gladding to Westlake Blvd	MTP
SR-65	Construct northbound slip ramp at Pleasant Grove Blvd interchange	Roseville
Sierra College Blvd	Widen from 2 to 4 lanes, SR 193 to Loomis Town Limits	MTP
Sierra College Blvd	Widen from 2 to 4 lanes, South Rocklin City Limits to Douglas Blvd	MTP
Sierra College Blvd	Widen from 4 to 6 lanes, Roseville City Limits to Sacramento Co	MTP
Sierra College Blvd	Widen to 6 lanes, I-80 to South Rocklin City Limits	MTP
Sunset Blvd	Widen to 4 lanes, SR 65 to Cincinnati Ave	County
Sunset Blvd	Extend with 2 lanes, Cincinnati Ave to Foothills Blvd **	County
Sunset Blvd	Extend with 2 lanes, Foothills Blvd North to Fiddymment Rd	County
Walerga Rd	Widen from 2 to 4 lanes, Baseline Rd to Sacramento County	MTP
Watt Ave	Widen from 2 to 6 lanes, Baseline Rd to Sacramento County	County
Woodcreek Oaks Blvd	Widen from 2 to 4 lanes, Junction Blvd to northern City Limits	MTP

**Sources:** SACOG, Placer County, and City of Roseville, 2004

**Notes:** MTP – Metropolitan Transportation Plan

WRSP – West Roseville Specific Plan

\* The roadway improvements listed in this table were assumed at the time the traffic modeling was conducted. Some improvements have since been completed, while other planned roadway improvements have been developed subsequent to the traffic modeling but are not listed in this table.

\*\* Improvement now complete

The following major regional projects are identified as Tier 1 improvements in the 2027 MTP. Tier 1 improvements are defined as those transportation projects that are constrained by reasonably expected sources of revenue.

- I-80 – Construct high occupancy vehicle (HOV) lanes from the Sacramento County line to SR-65.
- Placer Parkway – Construct a four-lane expressway from SR-65 in Placer County to SR-70/99 in Sutter County.

However, further investigation revealed that full funding for these improvements has not been identified. As a result, these improvements are assumed to be constructed after 2025 (post-cumulative scenario). Additionally, the proposed widening of SR 65 from four to six lanes in the City of Roseville is not included because no sources of full funding have been identified for this improvement.

## 4.0 FUTURE TRANSPORTATION SYSTEM

### Proposed Roadway Changes

#### PFE Road to Remain Open

This component includes not closing PFE Road at Cook-Riolo Road as directed by the current *Community Plan*, but instead leaving PFE Road open in its current two-lane configuration. PFE Road would continue to perform the same function as it does today (see **Figure 7**).

#### Construction of Speed-Reduction Treatments

This component includes the construction of speed-reduction treatments on PFE Road and Cook-Riolo Road. The purpose of the speed-reduction treatments is to preserve the rural character of the *Community Plan* area by controlling the speed limits on these roadways. These speed-reduction treatments are assumed to be located at Billy Mitchell Boulevard and Pinehurst Drive on PFE Road; and Central Avenue,<sup>1</sup> Vineyard Road, and Jimmy Way on Cook-Riolo Road. Speed-reduction treatments could take many forms, including roundabouts, neckdowns, center islands, and lateral shifts at mid-block locations to reduce through speeds. **Exhibits 5, 6, 7, and 8** below show examples of the traffic calming devices listed above (see **Figure 7**).

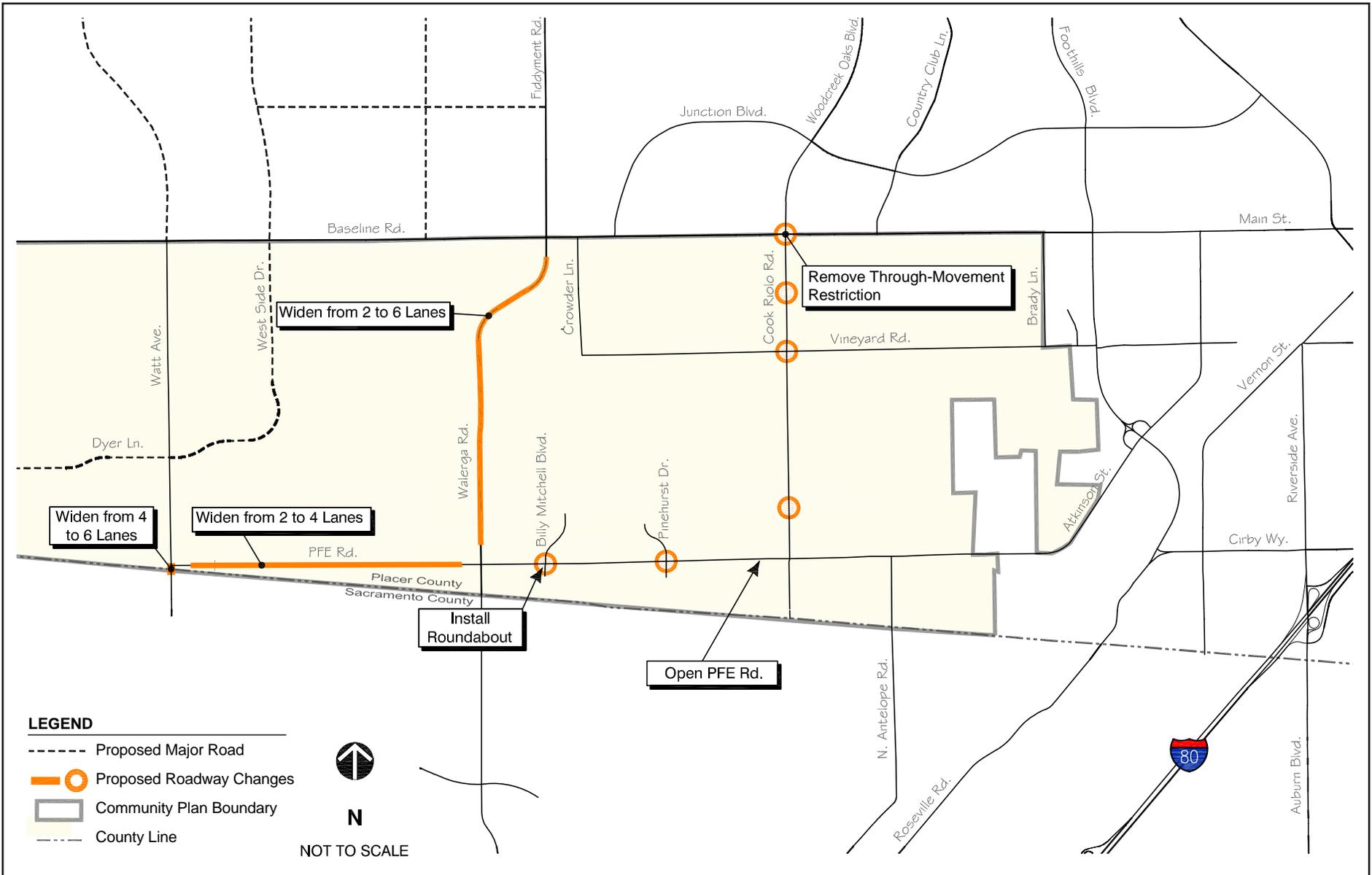
#### Widen Selected Community Plan Area Roadways

This component includes widening Watt Avenue, Walerga Road, and PFE Road. The sections of roadway to be widened under this component are (see **Figure 7**):

- Widen Watt Avenue from four to six lanes from PFE Road south to Sacramento County line;
- Widen Walerga Road<sup>2</sup> from four to six lanes from Baseline Road south to the Sacramento County line; and
- Widen PFE Road from two to four lanes from Watt Avenue east to Walerga Road.

<sup>1</sup> For evaluation purposes, a roundabout was studied at the northern Central Avenue/Cook-Riolo Road intersection. This roundabout could also achieve the same desired speed reduction if constructed at the southern Central Avenue/Cook-Riolo Road intersection. A decision on whether the speed-reduction treatment will be installed at the northern Central Avenue/Cook-Riolo Road intersection or at the southern Central Avenue/Cook-Riolo intersection will be made once construction-related specifics of the proposed project are determined regarding funding, design, phasing, and implementation.

<sup>2</sup> Currently, Walerga Road from Baseline Road south to PFE Road is partially a two-lane road and partially a four-lane road. As a part of planned roadway assumptions, Placer County intends to widen Walerga Road to four lanes from Baseline Road south to the Sacramento County line in the future. The widening to six lanes will be developer-driven along the existing two-lane section and County-driven along the existing four-lane section.



Source:  
Fehr & Peers, 2009

**PROPOSED ROADWAY CHANGES**

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**FIGURE 7**



**Exhibit 5 – Roundabout**



**Exhibit 6 – Neckdown**



**Exhibit 7 – Center Island**



**Exhibit 8 – Lateral Shift**

**Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction**

The Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction was constructed to control the flow of commute traffic through the eastern portion of the *Community Plan* area between the City of Roseville and northern Sacramento County. When the aforementioned speed reduction treatments are constructed along PFE Road and Cook-Riolo Road, the intersection through-movement restriction will no longer be needed.

This component includes the removal of the existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction. Currently, the through-movement restriction prohibits vehicles traveling southbound on Woodcreek Oaks Boulevard from continuing southbound onto Cook-Riolo Road and vehicles traveling northbound on Cook-Riolo Road from continuing northbound onto Woodcreek Oaks Boulevard (i.e., vehicles must turn either right or left onto Baseline Road). Vehicles must travel on other *Community Plan* area roadways in order to reach certain destinations, thus increasing overall travel time.

Removal of the Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction would increase access to the *Community Plan* area. With the proximity of the Dry Creek Elementary School at the PFE Road/Cook-Riolo Road intersection and the new Creekview Ranch Middle School on Cook-Riolo Road north of the Dry Creek bridge, Roseville residents will be able to directly access these facilities to reduce overall congestion in the *Community Plan* area. The intersection reconfiguration could be accommodated within existing rights-of-way (see **Figure 7**).

## Anticipated Roadway Level of Service with Proposed Roadway Changes

The Placer Regional Travel Demand Model was used to estimate and distribute vehicle trips within the *Community Plan* area for the study roadways. The estimated trip generation was derived from the *Community Plan* area land use assumptions outlined in **Table 5**, the regional land use assumptions outlined in **Table 6**, the *Community Plan* area roadway assumptions outlined in **Table 7**, and the regional roadway assumptions outlined in **Table 8**. **Figure 8** shows the average daily volumes for the study roadway segments. The LOS is a comparison of the maximum traffic flow that is obtainable on a given roadway, using all available traffic lanes. The LOS differs on each road depending upon the topography, number of travel lanes, width of shoulders, location of side roads, and the presence of traffic signals or stop signs.

As demand approaches the capacity of a road, traffic congestion begins to occur. **Table 9** lists the forecasted daily volume and the LOS according to Placer County thresholds. **Table 10** shows the study roadway number of lanes and roadway classification.

### Placer County Roadway Effects

The proposed roadway changes would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion on some Placer County roadways. However, the LOS would not worsen from A, B, C, D, or E (for selected locations as described in proposed revisions to Goal 6) to unacceptable E or F; or worsen from LOS E to F as described in Goal 6. In contrast, the proposed roadway changes would raise the LOS from unacceptable to acceptable on the following roadway segments:

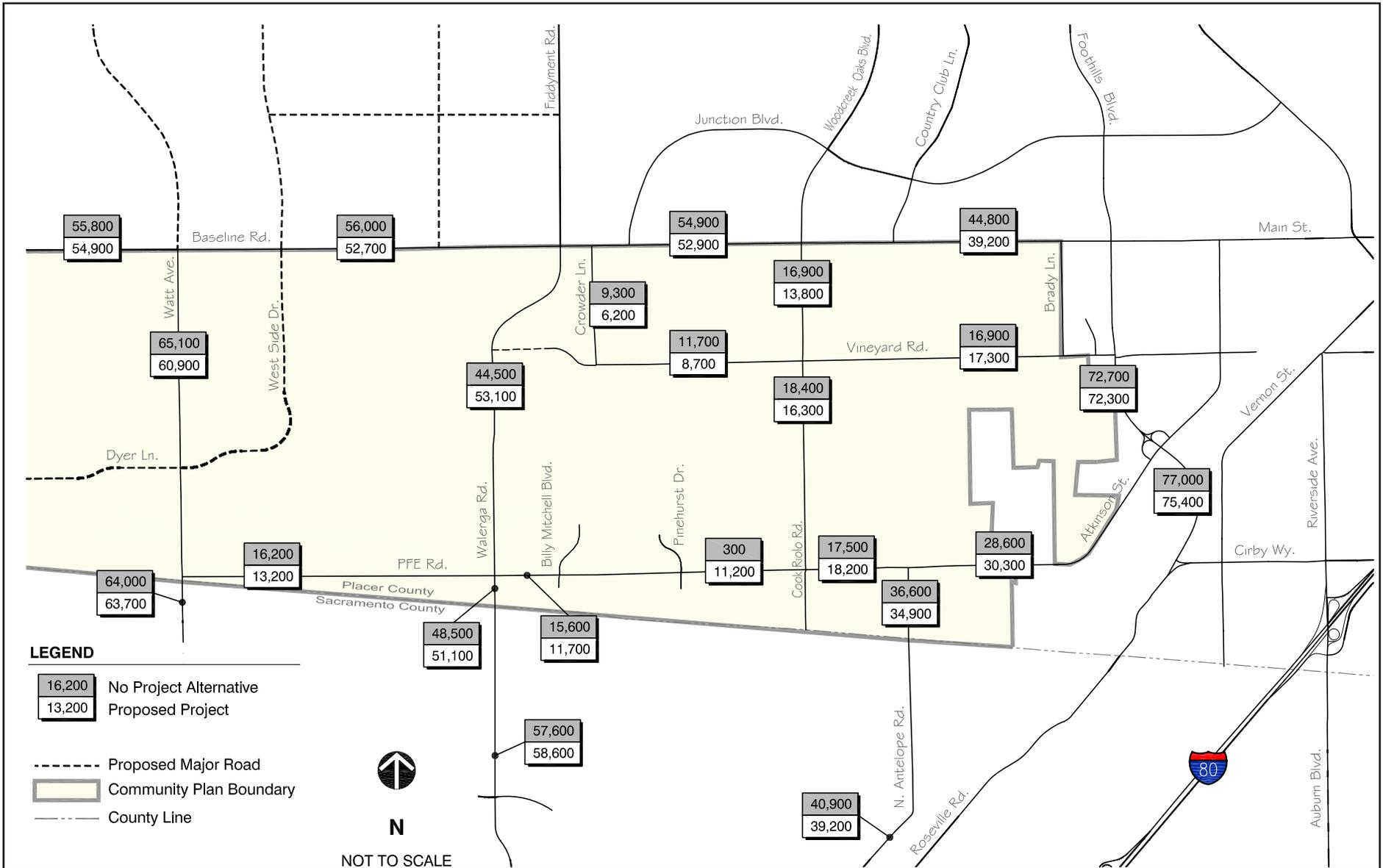
- Baseline Road – Watt Avenue to Walerga Road (LOS E to LOS D)
- PFE Road – Watt Avenue to Walerga Road (LOS F to LOS D)
- PFE Road – Walerga Road to Pinehurst Drive (LOS F to LOS C)
- Walerga Road – Baseline Road to PFE Road (LOS F to LOS D)
- Walerga Road – PFE Road to Sacramento County Line (LOS F to LOS D)

## Anticipated Intersection Level of Service with Proposed Roadway Changes

Similar to the roadway analysis above, the Placer Regional Travel Demand Model was used to estimate and distribute vehicle trips within the *Community Plan* area for the study intersections. The estimated trip generation was derived from the *Community Plan* area land use assumptions outlined in **Table 5**, the regional land use assumptions outlined in **Table 6**, the *Community Plan* area roadway assumptions outlined in **Table 7**, and the regional roadway assumptions outlined in **Table 8**. **Figure 9** shows the peak-hour volumes under the proposed roadway changes for the study intersections. The v/c ratio is a comparison of the maximum traffic flow that is obtainable in a given intersection, using all available traffic lanes. The v/c ratio differs at each intersection depending upon the number of travel lanes and the presence of traffic signals or stop signs. As demand approaches the capacity of an intersection, traffic congestion begins to occur. **Table 11** lists the forecasted daily v/c ratio and the LOS according to Placer County thresholds.

### Placer County Intersection Effects

The proposed roadway changes would not generate new traffic but would redistribute traffic throughout the *Community Plan* area with the potential to increase local congestion at some intersections. **Figure 9** shows the peak-hour volumes under the proposed roadway changes for the study intersections. The proposed roadway changes would have a significant impact at the PFE Road/Cook-Riolo Road (LOS F, from v/c of 1.11 to 1.24). The following improvements would eliminate the increase in v/c ratio.



Source:  
Study Area Map, Fehr & Peers, 2009.

**DAILY TRAFFIC VOLUMES  
- CUMULATIVE ROADWAY CONDITIONS**

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**FIGURE 8**

**Table 9  
Cumulative Conditions Roadway Segment Operations with Proposed Changes**

<b>Roadway Segment</b>	<b>ADT</b>	<b>LOS</b>
Antelope Road - PFE Road to Sacramento County Line	<b><u>34,900</u></b>	<b><u>F</u></b>
Baseline Road - Sutter County Line to Locust Road	43,600	C
Baseline Road - Locust Road to Watt Avenue	<b><u>54,900</u></b>	<b><u>E</u></b>
Baseline Road - Watt Avenue to Walerga Road	52,700	D
Baseline Road – Walerga Road to Cook-Riolo Road	<b><u>52,900</u></b>	<b><u>F</u></b>
Baseline Road - Cook-Riolo Road to Foothills Boulevard	<b><u>39,200</u></b>	<b><u>F</u></b>
Cook-Riolo Road - Baseline Road to Vineyard Road	<b><u>13,800</u></b>	<b><u>E</u></b>
Cook-Riolo Road - Vineyard Road to PFE Road	<b><u>16,300</u></b>	<b><u>F</u></b>
Crowder Lane - Vineyard Road to Baseline Road	6,200	A
PFE Road - Watt Avenue to Walerga Road	13,200	D
PFE Road - Walerga Road to Pinehurst Drive	11,700	C
PFE Road - Pinehurst Drive to Cook-Riolo Road	11,200	C
PFE Road - Cook-Riolo Road to Antelope Road	<b><u>18,200</u></b>	<b><u>F</u></b>
PFE Road - Antelope Road to Atkinson Street	30,300	D
Vineyard Road - Crowder Lane to Cook-Riolo Road	8,700	A
Vineyard Road - Cook-Riolo Road to Brady Lane	<b><u>17,300</u></b>	<b><u>F</u></b>
Walerga Road - Baseline Road to PFE Road	53,100	D
Walerga Road - PFE Road to Sacramento County Line	51,100	D
Watt Avenue - Baseline Road to PFE Road	<b><u>60,900</u></b>	<b><u>F</u></b>
Watt Avenue - PFE Road to Sacramento County Line	<b><u>63,700</u></b>	<b><u>F</u></b>
<p><b>Source:</b> Fehr &amp; Peers, 2009</p> <p><b>Notes:</b>            Bold and underlined font indicates LOS E or F conditions.            ADT – Average daily traffic volume</p>		

**Table 10  
Cumulative Roadway Classification**

Roadway Segment	Roadway Classification	Number of Lanes of Preferred Road Network
Antelope Road - PFE Road to Sacramento County Line	<u>Moderate Arterial</u>	4
Baseline Road - Sutter County Line to Locust Road	<u>Thoroughfare</u>	6
Baseline Road - Locust Road to Watt Avenue	<u>Thoroughfare</u>	6
Baseline Road - Watt Avenue to Walerga Road	<u>Thoroughfare</u>	6
Baseline Road - Walerga Road to Cook-Riolo Road	Moderate Arterial	4
Baseline Road - Cook-Riolo Road to Foothills Boulevard	Moderate Arterial	4
Cook-Riolo Road - Baseline Road to Vineyard Road	<u>Low Arterial</u>	2
Cook-Riolo Road - Vineyard Road to PFE Road	<u>Low Arterial</u>	2
Crowder Lane - Vineyard Road to Baseline Road	<u>Low Collector</u>	2
PFE Road - Watt Avenue to Walerga Road	<u>Low Arterial</u>	4
PFE Road - Walerga Road to Pinehurst Drive	<u>Low Arterial</u>	2
PFE Road - Pinehurst Drive to Cook-Riolo Road	<u>Low Arterial</u>	2
PFE Road - Cook-Riolo Road to Antelope Road	<u>Low Arterial</u>	2
PFE Road - Antelope Road to Atkinson Street	<u>Moderate Arterial</u>	4
Vineyard Road - Crowder Lane to Cook-Riolo Road	<u>Low Arterial</u>	2
Vineyard Road - Cook-Riolo Road to Brady Lane	<u>Low Arterial</u>	2
Walerga Road - Baseline Road to PFE Road	<u>Moderate Arterial</u>	6
Walerga Road - PFE Road to Sacramento County Line	Moderate Arterial	6
Watt Avenue - Baseline Road to PFE Road	<u>High Arterial</u>	6
Watt Avenue - PFE Road to Sacramento County Line	<u>High Arterial</u>	6
<p><b>Source:</b> Fehr &amp; Peers, 2009</p> <p><b>Notes:</b> Bold and underlined font indicates a change in roadway type (usually rural two-lane highway to arterial) from existing conditions as shown in <b>Table 3</b>.</p>		

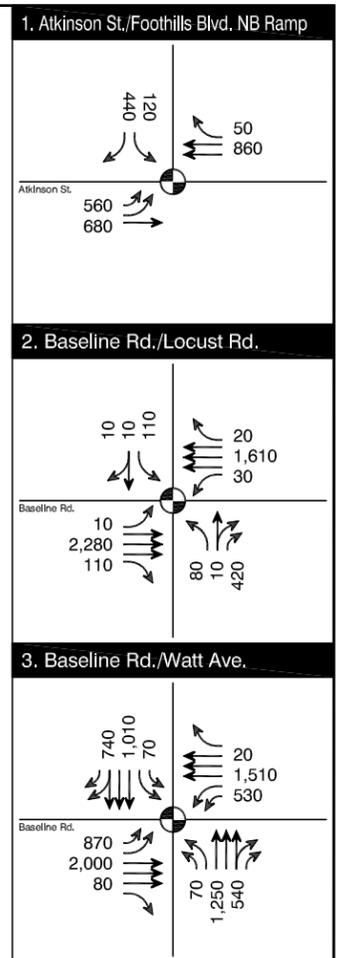
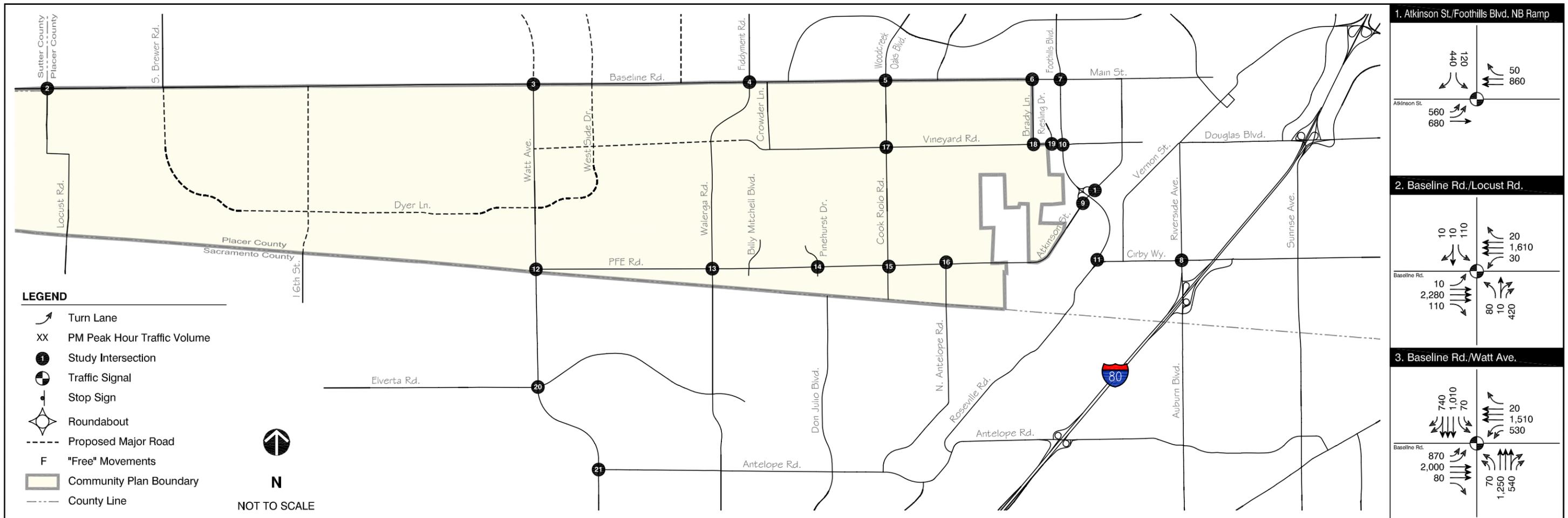
**Table 11  
Cumulative Conditions Intersection Operations with Proposed Changes**

Intersection	Volume-to-Capacity Ratio or Delay <sup>a</sup> /LOS
2. Baseline Rd/Locust Rd	0.89/D
3. Baseline Rd/Watt Ave	<b><u>1.17/F</u></b>
4. Baseline Rd/Walerga Rd/Fiddymment Rd	<b><u>1.47/F</u></b>
5. Baseline Rd/Cook-Riolo Rd/Woodcreek Oaks Blvd	<b><u>0.98/E</u></b>
6. Baseline Rd/Brady Ln	0.78/C
12. PFE Rd/Watt Ave	0.86/D
13. PFE Rd/Walerga Rd	<b><u>1.58/F</u></b>
14. PFE Rd/Pinehurst Dr.	19/C
15. PFE Rd/Cook-Riolo Rd	<b><u>1.24/F</u></b>
16. PFE Rd/Antelope Rd	<b><u>1.04/F</u></b>
17. Vineyard Rd/Cook-Riolo Rd	31/D
18. Vineyard Rd/Brady Ln	0.89/D
19. Vineyard Rd/Riesling Dr.	<b><u>195/F (8/A)</u></b>
20. Watt Ave/Elverta Rd	<b><u>1.50/F</u></b>

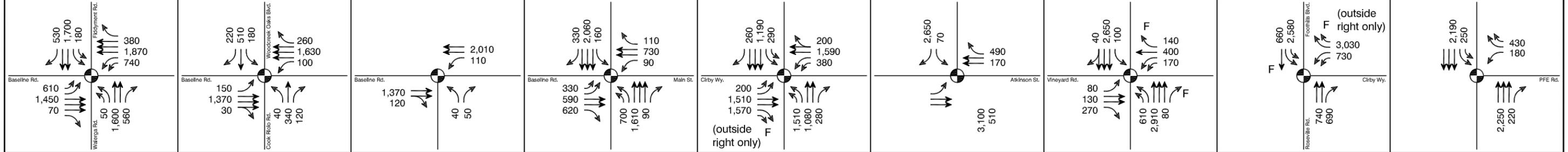
**Source:** Fehr & Peers, 2009

**Notes:** Bold and underline font indicate LOS E or F conditions.

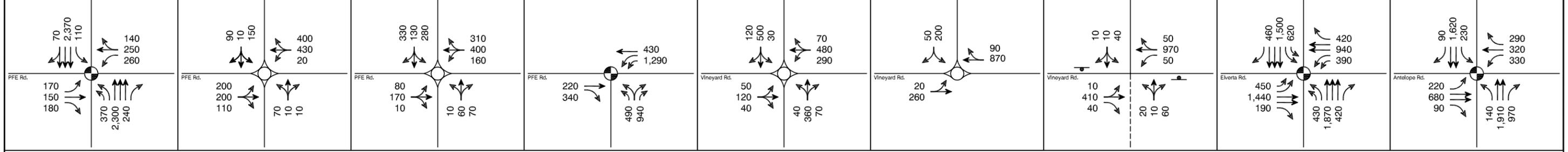
<sup>a</sup> See **Figure 9** for traffic control. For signals, the volume-to-capacity ratio is reported. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported and the overall average is provided in parentheses. For speed reduction treatments, the average delay is reported.



4. Baseline Rd./Walerga Rd./Fiddymnt Rd. 5. Baseline Rd./Cook Riolo Rd./Woodcreek Oaks Blvd. 6. Baseline Rd./Brady Ln 7. Baseline Rd./Main St./Foothills Blvd. 8. Cirby Wy./Riverside Ave. 9. Atkinson St./Foothills Blvd. SB Ramp 10. Vineyard Rd./Foothills Blvd. 11. Cirby Wy./Roseville Rd./Foothills Blvd. 12. PFE Rd./Watt Ave.



13. PFE Rd./Walerga Rd. 14. PFE Rd./Pinehurst Dr. 15. PFE Rd./Cook Riolo Rd. 16. PFE Rd./Antelope Rd. 17. Vineyard Rd./Cook Riolo Rd. 18. Vineyard Rd./Brady Ln. 19. Vineyard Rd./Riesling Dr. 20. Elverta Rd./Watt Ave. 21. Antelope Rd./Watt Ave.



Source: Study Area Map, Fehr & Peers, 2009

**PM PEAK-HOUR TRAFFIC VOLUMES  
- CUMULATIVE INTERSECTION CONDITIONS**

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**URS**

**FIGURE 9**



Converting the eastbound shared lane to a separate left lane and a shared through/right lane, and converting the southbound shared through/right lane to a separate through lane and a separate right lane at the PFE Road/Cook-Riolo Road intersection would result in an increase in the LOS at this intersection from F to E. The above intersection modification is not included in the County's CIP. Therefore, the County will add this intersection improvement project to the County's CIP. This will ensure that traffic mitigation fees will be collected as projects are approved for development. These fees are applied in part toward funding intersection improvements, such as the PFE Road/Cook-Riolo Road intersection.

The proposed project modifications would improve the level of service at the following intersections:

- Baseline Road/Locust Road (LOS E to LOS D)
- PFE Road/Watt Avenue (LOS E to LOS D)
- PFE Road/Pinehurst Drive (LOS E to LOS C)
- Vineyard Road/Brady Lane (LOS F to LOS D)

## **Walerga Road**

Walerga Road is projected to handle approximately 50,000 vehicles per day at buildout of all regional community and/or specific plans. The traffic study that was conducted by Fehr & Peers Transportation Consultants requires planning for widening of Walerga Road from four to six lanes, including consideration for provision of adequate right-of-way and collection of fair share of funds for the costs of that widening. The buildout projections are contingent on many factors that may change over time. The widening of Walerga Road south of Baseline Road to PFE Road to six lanes is projected to be necessary only in conjunction with cumulative buildout of the residential and commercial development in the *Community Plan* area. Many adjacent property owners are concerned about impacts from widening Walerga Road to six lanes, if it is necessary in the future. In response to these concerns, the County will initiate a public process to discuss widening Walerga Road to six lanes when, in the future, the County's short-term projections show that traffic volumes on Walerga Road south of Baseline Road approach 40,000 vehicles per day. Any subsequent proposal to expand Walerga Road to six lanes will require a full California Environmental Quality Act analysis at a project level and public hearings prior to project approval.

## **Transit Service**

The *Placer County General Plan* designates Watt Avenue as a future transit corridor. Bus rapid transit has been evaluated to serve this corridor as part of the approved development of Placer Vineyards and other specific plan areas in western Placer County. Additionally, future transit service has been studied by Roseville Transit to provide new service along Baseline Road. No other transit service is planned for the *Community Plan* area. Since PFE Road would remain open and the Baseline Road/Cook-Riolo Road intersection restriction would be removed, any potential transit routes on these corridors would be allowed.

## **Aviation**

There are no future plans for aviation service within the *Community Plan* area.

## **Transportation Systems Management**

There are no future plans for public park-n-ride lots or other transportation system management efforts within the *Community Plan* area.

## Bicycle/Pedestrian Facilities

No planning documents specify the location of future pedestrian facilities although subdivisions and parcels are required to provide facilities as part of the County's approval process. The *Placer County Regional Bikeway Plan* (Placer County Transportation Planning Agency, 2002) specifies future bicycle paths, lanes, and routes (Class I, II, and III, respectively). Class I trails are proposed to extend the Dry Creek Greenway west to Atkinson Street and east to Watt Avenue and between Walerga Road and Crowder Lane along a Dry Creek tributary. On-street bikeways (Class II or III) are planned for the following roads:

- Baseline Road – Walerga Road to Foothills Boulevard
- PFE Road – Walerga Road to Atkinson Street
- Vineyard Road – Crowder Lane to Cook-Riolo Road
- Walerga Road – Sacramento County Line to Dry Creek

Widening of PFE Road and Walerga Road would include improved and continuous pedestrian and bicycle facilities along these routes. However, the wider roads would lengthen crosswalks at intersections, which would expose conflicting pedestrians and bicycles to vehicle traffic for longer periods. Additionally, the increase in traffic volumes on these roads would affect the quality of pedestrian and bicycle travel. The proposed speed reduction treatments would improve pedestrian and bicycle conditions since both traffic volumes and speeds along PFE Road and Cook-Riolo Road would be reduced.

## Trails

An extensive system of pedestrian and equestrian trails is proposed within the current Community Plan. The system as laid out provides for a number of important connections between schools, parks, major open space areas, and neighboring and regional trail facilities. Trails are discussed in greater detail in Section II (E) Parks and Recreation of the *Community Plan*.

## 5.0 ALTERNATIVES

Starting in April 2006, the Placer County Department of Public Works began the process of updating the *Dry Creek/West Placer Community Plan – Transportation/Circulation Element*. The challenge was to revise the transportation goals and policies for relevance to today's community environment and to ensure applicability in the future. The main objective of the update is to help identify the appropriate LOS standard that would accommodate future development within the *Community Plan* area. Additionally, as a part of the *Community Plan – Transportation/Circulation Element* update, the County proposed several roadway circulation system changes to preserve the rural character of PFE Road and Cook-Riolo Road, while also providing enhanced connections through the *Community Plan* area. Since the *Dry Creek/West Placer Community Plan* was adopted in 1990, many land use changes have occurred in the *Community Plan* area, which result in the need to update the *Community Plan – Transportation Element* to account for the effects of the proposed and approved developments and the associated traffic that is generated by them.

In January 2009, Fehr & Peers Transportation Consultants completed the *Dry Creek/West Placer Community Plan – Transportation Element Update Traffic Study*, which analyzed five roadway circulation system alternatives based on the revised the transportation goals and policies. Subsequent to the *Dry Creek/West Placer Community Plan – Transportation Element Update Traffic Study*, an updated/modified LOS standard was developed by the County on July 21, 2009, and a new roadway circulation system alternative was analyzed to further evaluate other reasonable and foreseeable options to the *Community*

*Plan – Transportation Element* update (August 25, 2009). As a result of this analysis, six project alternatives, described below, were selected to represent the range of project options for purposes of evaluating impacts.

- No Project Alternative: Closure of PFE Road Just West of Cook-Riolo Road
- Alternative 1: PFE Road to Remain Open
- Alternative 2: PFE Road to Remain Open, Widen/Extend Community Plan Area Roadways and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction
- Alternative 3: PFE Road to Remain Open, Construct Speed Reduction Treatments, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction
- Alternative 4: PFE Road to Remain Open, Construct Speed Reduction Treatments, Widen Community Plan Area Roadways, and Remove Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard Intersection Restriction
- Alternative 5: PFE Road to Remain Open, Keep Intersection Restriction, Widen Community Plan Area Roadways, and Construct Speed Reduction Treatments

Similar to the proposed roadway changes for comparative purposes, Alternatives 1, 2, 3, and 5 use the updated/modified LOS standard to determine significant impacts as identified in Goal 6 and Policy 9. The No Project Alternative and Alternative 4 use LOS C to determine significant impacts. The above alternatives could be considered to be potentially feasible scenarios for updating the *Community Plan*. The alternatives capture a reasonable range of options, from continuation of the existing conditions to other actions that could potentially meet the objectives of the *Community Plan – Transportation/Circulation Element* update while reducing potentially significant impacts.

Copies of the above referenced Fehr & Peers Transportation Consultants reports/memorandums are bound under separate cover, and can be reviewed at the Placer County Department of Public Works at 3091 County Center Drive, Auburn, California 95603.

## **6.0 CAPITAL IMPROVEMENT PLAN**

The proposed roadway changes would be added to the Placer County Capital Improvement Program (CIP). The estimated total cost of the proposed roadway changes would range from **\$100** million to **\$120** million in 2008 dollars. This would include engineering design and construction, future environmental clearance if needed, permitting, mitigation implementation and monitoring, and property acquisition. Because the design of the proposed roadway changes is at the conceptual stage, several assumptions have been made regarding components that would be designed at a later date. A contingency has been included to cover the construction costs for elements that may not be detailed at this stage of the process. This estimate does not include costs associated with implementing opportunities for other uses such as enhanced restoration planting or recreational trails.

Placer County's method of generating revenue is to spread the proportionate share of the cost to new development. All land uses are expressed in terms of dwelling unit equivalents (DUEs). This method incorporates travel related parameters to determine vehicle miles of travel created by proposed development. Land use and the PM peak hour trip generation created by the land use are the primary factors in establishing a cost base for the CIP.

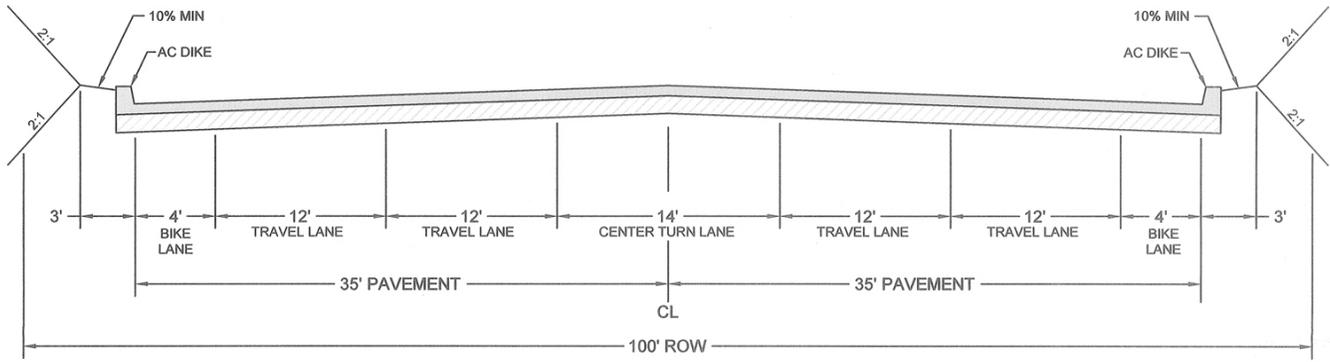
## **7.0 IMPLEMENTATION PLAN**

No construction activities are associated with leaving PFE Road open in its current two-lane configuration. Construction of speed reduction treatments could be completed in approximately 2 months

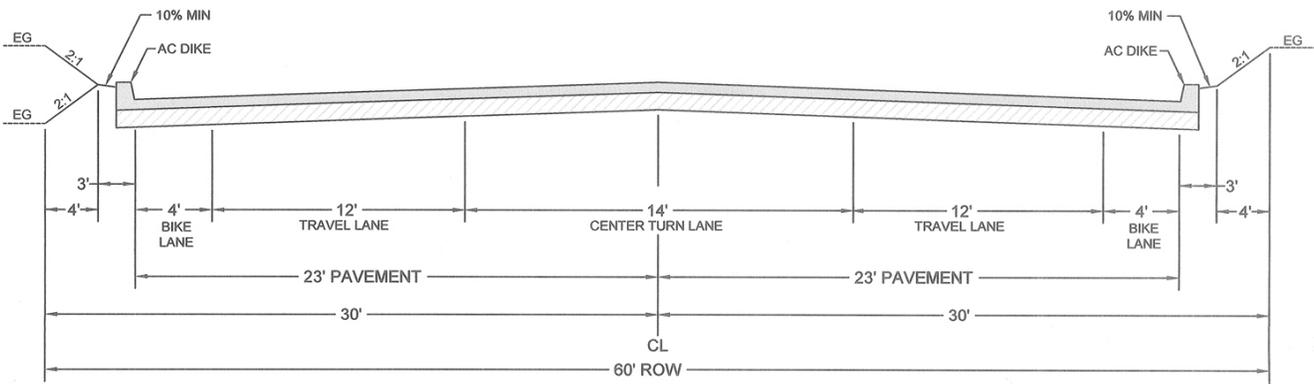
per site (10 months total for all five sites). Construction activities for the roadway widening would most likely occur over a period of two to ten years, based on local development and the availability of funding through the CIP to facilitate the various projects. Also, the proposed roadway changes would be spread out over this period of time in order to minimize impacts to schools, neighborhoods, and surrounding communities. It is anticipated that the removal of the existing Baseline Road/Cook-Riolo Road/Woodcreek Oaks Boulevard intersection through-movement restriction, including re-striping, raised median removal, modification of signal facilities and re-programming of signals, could be accomplished in two to four weeks. Modification of this intersection would be coordinated with the City of Roseville.

## 8.0 PROPOSED TYPICAL SECTIONS

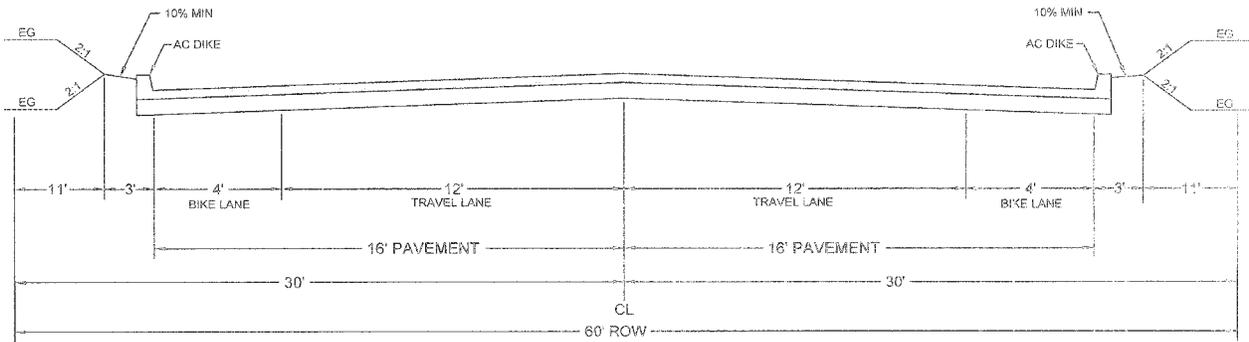
Typical sections for two-lane, four-lane and six-lane roadways in the *Community Plan* area are shown on **Figures 10a** and **10b**. The ultimate configuration for Watt Avenue, Walerga Road and PFE Road (between Watt Avenue and Walerga Road) were taken from the Placer Vineyards and Riolo Vineyards Specific Plans, respectively. Another typical section pertains to the full buildout characteristics of both North Antelope Road and PFE Road between North Antelope Road and the Roseville City Limits. The last two typical sections that pertain to two-lane roadways apply to all other roadways within the *Community Plan* area. Two-way left turn lane needs shall be determined by the Placer County Traffic Engineer, as traffic needs dictate.



**Typical N. Antelope Road Section and PFE Road Section  
(between N. Antelope Rd and Roseville Limits)**



**60' ROW With Center Turn Lane**



**60' ROW Without Center Turn Lane**

Not to Scale

Source:  
Placer County Department of Public Works, 2010

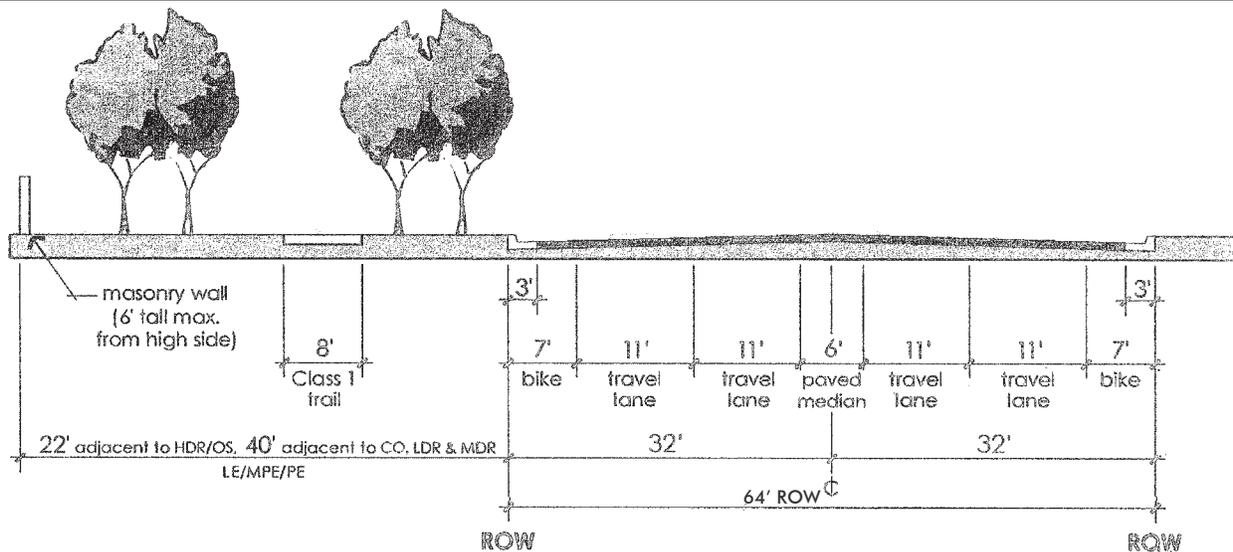
**PROPOSED TYPICAL SECTIONS**

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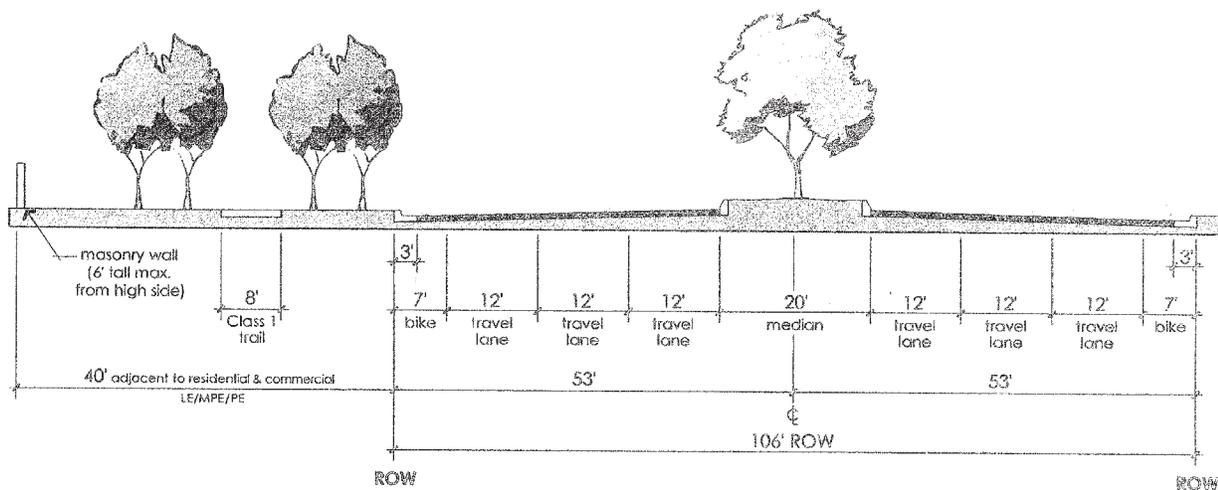
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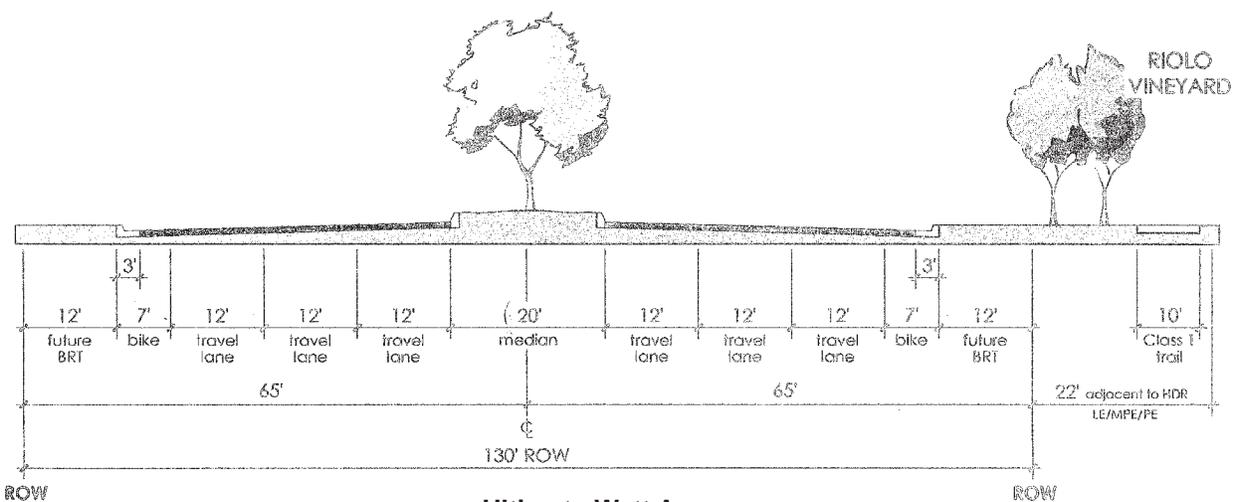
**FIGURE 10a**



**Ultimate PFE Road (Watt Avenue to Walerga Road)**



**Ultimate Walerga Road**



**Ultimate Watt Avenue**

**PROPOSED TYPICAL SECTIONS**

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**FIGURE 10b**

Source:  
Placer County Department of Public Works, 2010

## 9.0 REFERENCES

- Crawford Multari & Starr et al., 1994. *Placer County General Plan Update EIR*.
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