City of Rocklin

LOCAL ROADWAY SAFETY PLAN (LRSP)

August 2021

PREPARED FOR:

ROCKLIN
CALIFORNIA

PREPARED BY:

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Expect More. Experience Better.

FINAL REPORT

CITY OF ROCKLIN
LOCAL ROADWAY SAFETY PLAN (LRSP)

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List of Acronyms

A	Serious Injury Collision
AASHTO	American Association of State Highway and Transportation Officials
ARIDE	Advance Roadside Impaired Enforcement
B	Non-incapacitating Injury Collision
C	Possible Injury Collision
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DEV	Daily Entering Volume
DRE	Drug Recognition Expert
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
GIS	Geographic Information System
HFST	High Friction Surface Treatment
HSM	Highway Safety Manual
K	Fatal Collision
K+SI	Fatal and Serious Injury Collisions
LRSP	Local Roadway Safety Plan
NHTSA	National Highway Traffic Safety Administration
O	No Injury Collision (Property Damage Only)
RRFB	Rectangular Rapid Flashing Beacon
R/W	Right-of-Way
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System
TCAS	Traffic Collision Analysis System (Draft)

1. INTRODUCTION

The City of Rocklin is an established community located 21 miles northeast of Sacramento, the state's capital. Rocklin has a population of approximately 69,000 residents over a total area of 19.8 square miles. The City's transportation network includes 503 centerline miles of City-maintained roads and 71 traffic signals, the majority of which are located on key arterial and collector roadways.

This Local Roadway Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify City-wide trends, high-crash locations, high-risk locations, and locations with unusual crash patterns or high-crash severities. The analysis of crash history throughout the City's transportation network allows for opportunities to:

- Identify factors in the transportation network that inhibit safety for all roadway users
- Improve safety at specific high-crash locations
- Develop safety measures aligning with the California Strategic Highway Safety Plan (SHSP) Five Es of safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies, to encourage safer driver behavior and better severity outcomes

The process and analysis performed for the City's LRSP including the initial vision and goals for the LRSP development, crash history analysis, and emphasis areas are summarized in this LRSP. The information compiled will provide a foundation for decision making and prioritization for safety countermeasures and projects that enhance safety for all modes of travel within the City.

The City has taken steps to enhance multi-modal safety throughout the City and through this LRSP, is continuing to make safety a priority in its planning processes. The California Office of Traffic Safety (OTS) identified the City with a ranking of #53 out of 102 considering total fatal and injury crashes as compared to peer cities in 2018. The City ranks high in alcohol related crashes (#32 of 102) and speed related crashes (#37 of 102). The City builds upon these safety efforts in this LRSP by identifying areas of emphasis and systemic recommendations that can be implemented to enhance safety. This LRSP analyzes the most recent range of crash data (January 1, 2015 – December 31, 2019) and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships
- Support for grant/funding applications
- Help prioritize investments in traffic safety

1.1. Document Organization

The LRSP is organized into the following sections:

- **Section 1** presents an introduction to the LRSP.
- **Section 2** presents the vision, goal, and objectives for the LRSP.
- **Section 3** presents the LRSP development process including guidance documents and analysis techniques.
- **Section 4** presents the project stakeholders.
- **Section 5** summarizes the review of City planning documents.
- **Section 6** contains the LRSP data sources.
- **Section 7** provides a summary of safety trends.
- **Section 8** includes recommended engineering and non-infrastructure countermeasures.
- **Section 9** summarizes the evaluation and implementation of the safety countermeasures.
- **Section 10** identifies next steps**.**
- **Appendices**

2. VISION, GOAL, AND OBJECTIVES

The Rocklin LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers and passengers, bicyclists, and pedestrians), the interaction of modes, influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. This effort is intended to use historical data to identify trends and develop a toolbox of countermeasures applicable to conditions in the City that can be used for proactive identification and implementation of opportunities, without relying solely on a reaction and response to crashes as they occur.

The Federal Highway Administration (FHWA) maintains a list of Proven Safety Countermeasures. The list currently has 20 Proven Safety Countermeasures, and LRSPs are included on the list of 20 Proven Safety Countermeasures. Implementation of LRSPs has improved safety in local jurisdictions across the country by providing a guide for local jurisdictions to systemically address the conditions that lead to fatal and severe-injury crashes. They provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. Following discussions with Rocklin staff and a review of existing plans and policies for the area, the following Vision, Goals, and Objectives have been established for this project.

Vision:	**Support the California vision of moving towards significantly reducing fatalities and serious injuries for all road users.**
Goal:	Identify transportation safety initiatives (projects and programs) and partnerships to continue reducing fatalities and serious injuries in Rocklin.
Objectives:	▪ Identify major contributing factors to crashes and define priority locations for safety improvements. ▪ Identify cost-effective countermeasures and safety investments that can be applied systemically (i.e., flashing yellow arrow, retroreflective backplates, leading pedestrian interval, etc.). ▪ Promote safe, equitable, and multimodal mobility opportunities. ▪ Document Rocklin's procedures for on-going crash data monitoring.

3. PROCESS

Providing safe, sustainable, and efficient mobility choices for their residents and visitors is a primary goal for the City and their safety partners. The City will continue its collaboration with safety partners to identify and discuss safety issues within the community through the development of the LRSP and its implementation.

Guidance on the LRSP process is provided at both the national (FHWA) and California Department of Transportation (Caltrans) level. Both of these agencies have developed a general framework of data and recommendations to be included in a LRSP.

The FHWA encourages:

- The establishment of a working group (Stakeholders) to participate in developing a LRSP.
- Review crash, traffic, and roadway data to identify areas of concern.
- Establish goals, priorities, and countermeasures to recommend improvements at spot locations, systemically, and comprehensively.

Caltrans guidance follows a similar outline with the following steps:

- Establish leadership
- Analyze the safety data
- Determine emphasis areas
- Identify strategies
- Prioritize and incorporate strategies
- Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the vision, goals, and objectives for the LRSP; existing safety efforts; crash analysis; emphasis areas; and project sheets for priority locations. The development of the LRSP recommendations considers the Five Es of traffic safety defined by the California SHSP: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies throughout its process.

3.1. Guiding Manuals

The following section describes the analysis process undertaken to evaluate safety within the City at a systemic level. Using a network screening process, locations within the City that will most likely benefit from safety enhancements were identified. Using historic crash data, crash risk factors for the entire network are derived. The outcomes will inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes as well as active transportation users.

This process uses the latest National and State best practices for statistical roadway analysis described in the following sections.

3.1.1. Local Roadway Safety: A Manual for California's Local Road Owners

The Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.5, April 2020) (LRSM) purpose is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway

network through either a one-time, network wide analysis, or by routine analyses of the roadway network.

According to the LRSM, "The California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements."

To provide the most benefit and to be competitive for funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The LRSM suggests using a mixture of quantitative and qualitative measures to identify and rank locations that considers both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before and after research that quantifies the expected rate of crash reduction that can be expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

3.1.2. Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations. This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that (based on the implementation of a countermeasure) are most likely to least likely realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.

4. **Select Screening Method:** There are three principle screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to identifying the total number of crashes, this LRSP uses a method referred to as Critical Crash Rate (CCR) to analyze the data.

3.2. Analysis Techniques

3.2.1. Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

- Number of Crashes
- CCR (HSM Ch. 4)
- Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
- Equivalent Property Damage Only (HSM Ch. 4)

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (Signalized and Unsignalized) and segments by their roadway category (Arterial, Collector, Minor Collector, and Local). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are occurring.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period, and then identifies areas that had more of a given type of crash than would be expected for that type of location. These crash type factors were:

- Crash severity - fatal, serious injury, other visible injury, complaint of pain, and property damage only (PDO)
- Crash type - broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, and other
- Environmental factors – lighting and wet roads
- Driver behavior - impaired, aggressive, and distracted driving

From the results of the network screening analyses, a short-list of locations were chosen based on crash activity, crash severity, crash patterns, location type, and area within the City to provide the greatest variety of locations covering the widest range of safety opportunities for toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the City.

3.2.2. Critical Crash Rate (CCR) Analysis

Reviewing the number of crashes at a location is a good way to understand the cost to society incurred at the local level but does not give a complete indication of the level of risk for those who use that intersection or roadway segment on a daily basis. The HSM describes the CCR method,

which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The CCR compares the observed crash rate to the expected crash rate at a particular location based on facility type and volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted citywide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities.

Figure 1 – Critical Crash Rate Formula

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}}\right] + \left[\frac{1}{(2\times(MEV_i))}\right]$$

Where,

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

MEV_i = Million entering vehicles for intersection i

Source: Highway Safety Manual

Data Needs

CCR is calculated using:

- Daily Entering Volume (DEV) for intersections, or Vehicle Miles Traveled (VMT) for roadway segments
- Intersection control types to separate them into like populations
- Roadway functional classification to separate them into like populations
- Crash records in Geographic Information System (GIS) or tabular form including coordinates or linear measures

Strengths

- Reduces low volume exaggeration
- Considers variance
- Establishes comparison threshold

3.2.3. Probability of Specific Crash Types Exceeding Threshold Proportion

When analyzing crash data systematically, it is important to identify areas where certain types of crashes are occurring with greater frequency. The HSM describes a method of identifying locations where probability of a specific crash type exceeds the threshold population. This method prioritizes locations based on the probability that the true proportion (long-term predicted

proportion) of a type of crash or injury level will exceed the threshold proportion. The threshold proportion is based on the proportion of a specific crash type/severity to all crashes within the dataset (HSM, Chapter 4). This analysis identifies locations where certain crash types are over-represented to be isolated for further analysis.

3.2.4. Equivalent Property Damage Only (EPDO)

The EPDO method is described in the Highway Safety Manual. This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This value is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This value allows all locations to be compared based on injury crash costs. (HSM, Chapter 4).

4. STAKEHOLDER ENGAGEMENT

As part of the LRSP, strategic stakeholders were included in the process to ensure the local perspective was kept at the forefront of this planning effort. A stakeholder group comprised of staff from various City departments was formed. This group also consisted of representatives from the Rocklin Police Department, Rocklin Fire Department, and Rocklin Unified School District.

These leaders in the City were called together to offer insight on the safety issues present in the City's transportation network. After the initial network screening and safety analysis was conducted, the stakeholder group had an opportunity to review and provide comments on the LRSP Safety Analysis Technical Memo (March 2021), which summarized the crash data analysis including citywide safety trends, high-crash locations, and locations with unusual crash patterns or high crash severities.

Additionally, a field review meeting with the stakeholder group was conducted on April 12, 2021. At this meeting, the stakeholders were asked to provide local insight and knowledge at select locations that were identified after the initial network screening and crash analysis process. The group also discussed potential countermeasures and challenge areas. Stakeholder feedback regarding the plan and recommendations were reviewed and incorporated into the study process for the development of the LRSP. Most of the feedback received expressed a strong desire to prioritize pedestrian and bicycle safety throughout the City.

5. REVIEW OF CITY PLANNING DOCUMENTS

Existing plans, policies, and projects that were recently completed, planned, or are on-going within the City were compiled at the start of the LRSP process in order to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP.

- Capital Improvement Plan, 2020
- Circulation Element Action Plan, 2012
- Strategic Plan 2019 – 2020 Priorities, 2019
- Facility Master Plan, Sierra College Rocklin Campus, 2014
- ITS Master Plan, 2018
- Parks and Trails Master Plan, 2019
- Placer County 2036 Regional Transportation Plan, 2016
- Placer County Regional Bikeway Plan 2018 Update, 2018
- Rocklin General Plan Circulation Element, 2012
- Safe Routes to School, 2014
- Sierra College Facilities Master Plan Implementation Annual Report, 2019/2020
- Traffic Collision Analysis System (TCAS) Version 1, Draft, 2010

A matrix identifying plans and improvements is included in **Appendix A**. The intent of this matrix is to provide an idea of the types of strategies in place or encouraged by the City, and to reveal projects that may impact the safety analysis process.

6. DATA SOURCES

The following data was obtained from the City for use in crash data analysis.

6.1. Roadway Network

The crash analysis, which is described in detail in **Section 3**, requires each corridor within the City to be classified. The City's roadway network obtained directly from City was categorized using the City's roadway classification system provided in the roadway network. The roadway network classification was assigned to each corridor roadway segment as either an major arterial, minor arterial, collector, or local road in order to compare the functional design and capacity to better stratify analysis results, only comparing roadway segment safety performance with similar peer roadways (i.e., only arterials are compared to arterials) within the City.

6.2. Intersections

The crash analysis also requires each intersection within the City to be classified by control type. Intersections throughout the City were classified by control type as either signalized or unsignalized (including roundabouts). The safety analysis also only compares intersection safety performance with similar control types (i.e., signalized intersections are only compared to signalized intersections) within the City.

6.3. Crashes

Collision data for the most recent five-year period (January 1, 2015 through December 31, 2019) was used for the collision analysis. Using data for the past five-year period is sufficient to identify potential trends in crashes by location and types, while not being so long as to have data that would include long-term technology and cultural changes. The collision data was obtained from Crossroads Software, which processes crash records from the Statewide Integrated Traffic Records System (SWITRS). Crossroads provides the most up-to-date law enforcement records and geocodes them into a GIS format that can be used in the network screening process. Collision records were allocated to intersection and the roadway network segments.

7. SAFETY TRENDS

The following sections contain the results of the analysis process which included evaluation of Rocklin fatal and serious injury (K+SI) crashes to statewide K+SI crashes, among other evaluations including crash by severity level, cause, pedestrian, and bicycle crashes.

7.1. Rocklin K+SI Crashes Compared to Statewide K+SI Crashes

The California SHSP focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California K+SI crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic safety partners around the state. Collisions can be attributed to 13 of the 16 challenge areas. **Table 1** contains a comparison of City K+SI crashes to the statewide K+SI crashes. Challenge areas where the City percentages were higher than the statewide percentages are noted in **Table 1**.

Table 1 – City K+SI Crashes Compared to Statewide K+SI Crashes

California SHSP Challenge Area	Rocklin Comparison to Statewide Percentages	Rocklin Percentages	Statewide Percentages
Aggressive Driving	Higher	41.5%	33.1%
Aging Drivers (≥65)	Higher	16.9%	12.4%
Bicyclists	Lower	4.6%	8.3%
Commercial Vehicles	Higher	7.7%	6.4%
Distracted Driving	Lower	4.6%	5.0%
Impaired Driving	Higher	36.9%	25.1%
Intersections	Higher	26.2%	23.6%
Lane Departure	Higher	44.6%	43.3%
Motorcyclists	Higher	24.6%	21.0%
Occupant Protection (Seat Belts, Helmets, Child Seats)	Lower	7.7%	14.2%
Pedestrians	Lower	7.7%	19.2%
Work Zones	Lower	0.0%	1.4%
Young Drivers (15-20)	Higher	26.2%	13.1%

Source: Statewide Integrated Traffic Records System (2009 – 2018).
Note: Percentages will not add up to 100%, as a fatality or serious injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)

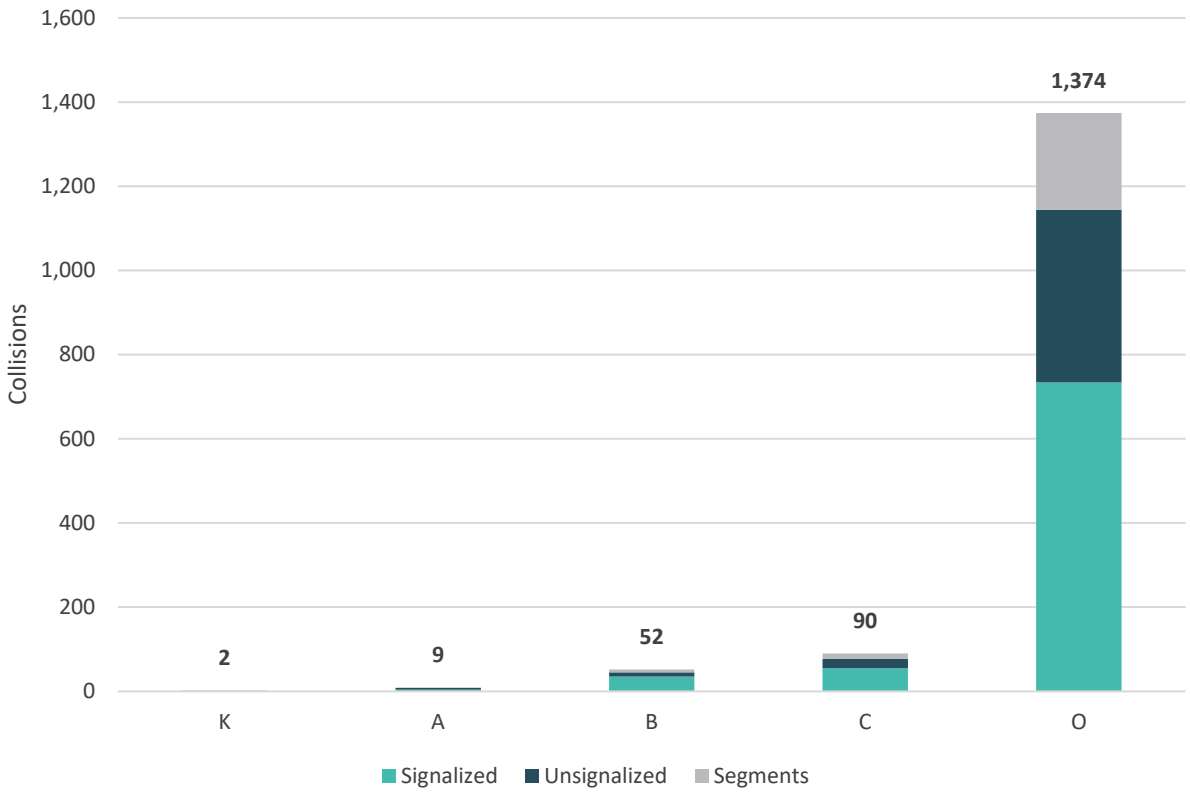
7.2. Severity Level

Knowing the impacts of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. Over the observed time period, there was a total of two fatal crashes and nine crashes resulting in serious injuries, as shown in **Figure 1** and **Table 2.**

The National Safety Council developed the "KABCO" injury scale, which is frequently used by law enforcement for classifying injuries:

- K – Fatal crash
- A – Serious injury crash
- B – Non-incapacitating injury crash
- C – Possible injury crash
- O – No injury (property damage only) crash

Figure 1 – Crashes by Severity



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

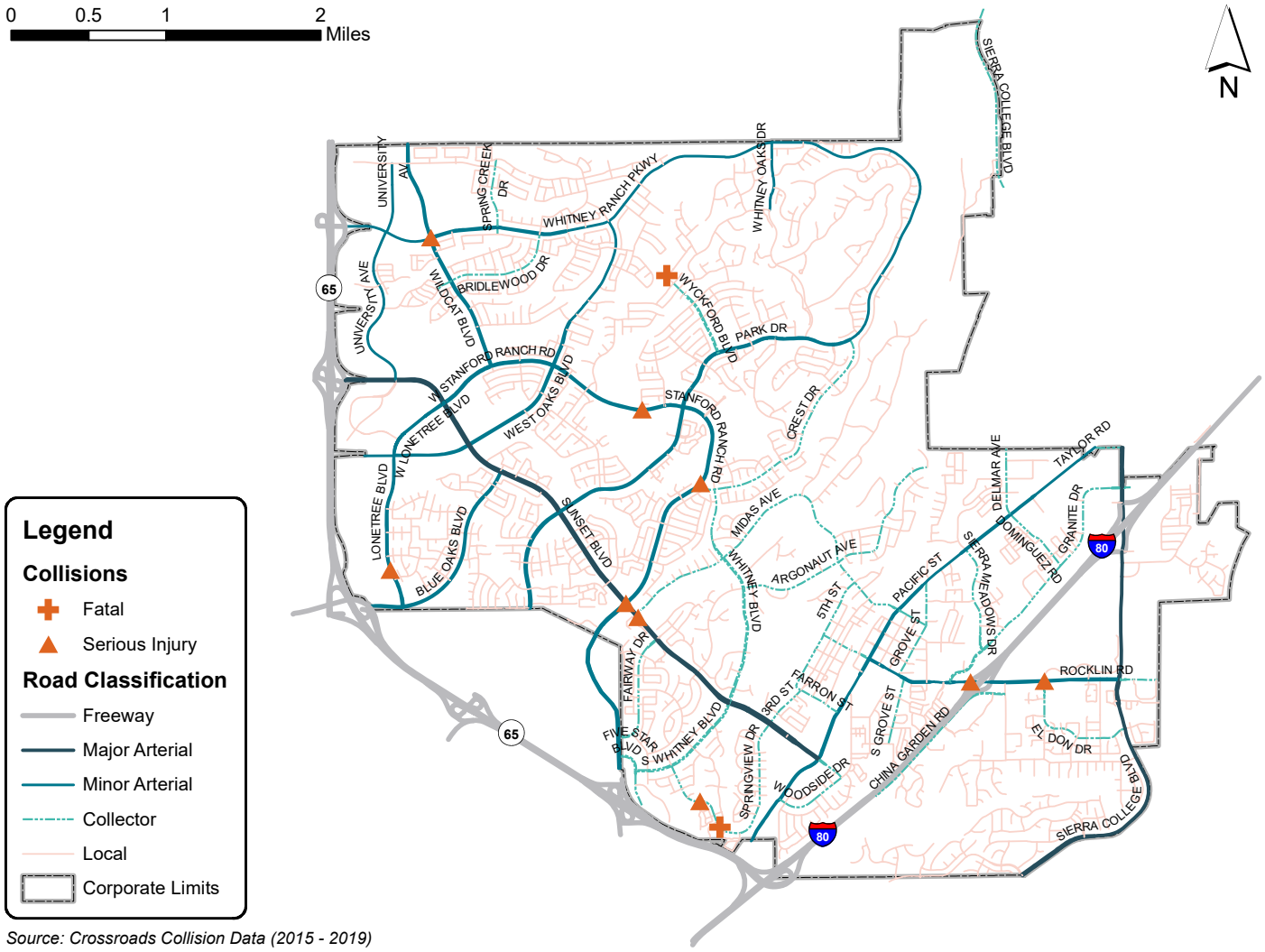
Table 2 – Crashes by Severity

Severity	Signalized Intersections		Unsignalized Intersections		Segments		Total	
	Collisions	%	Collisions	%	Collisions	%	Collisions	%
K	0	0%	1	<1%	1	<1%	2	<1%
A	4	<1%	4	<1%	1	<1%	9	<1%
B	35	2%	10	<1%	7	<1%	52	3%
C	55	4%	22	1%	13	<1%	90	6%
O	734	48%	410	27%	230	15%	1374	90%
Total	**828**	**54%**	**447**	**29%**	**252**	**17%**	**1527**	**100%**

Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

Eighty-three percent of crashes in the City are occurring at intersections. **Figure 2** illustrates the K+SI crashes throughout the City.

Figure 2 – Citywide K+SI Crashes

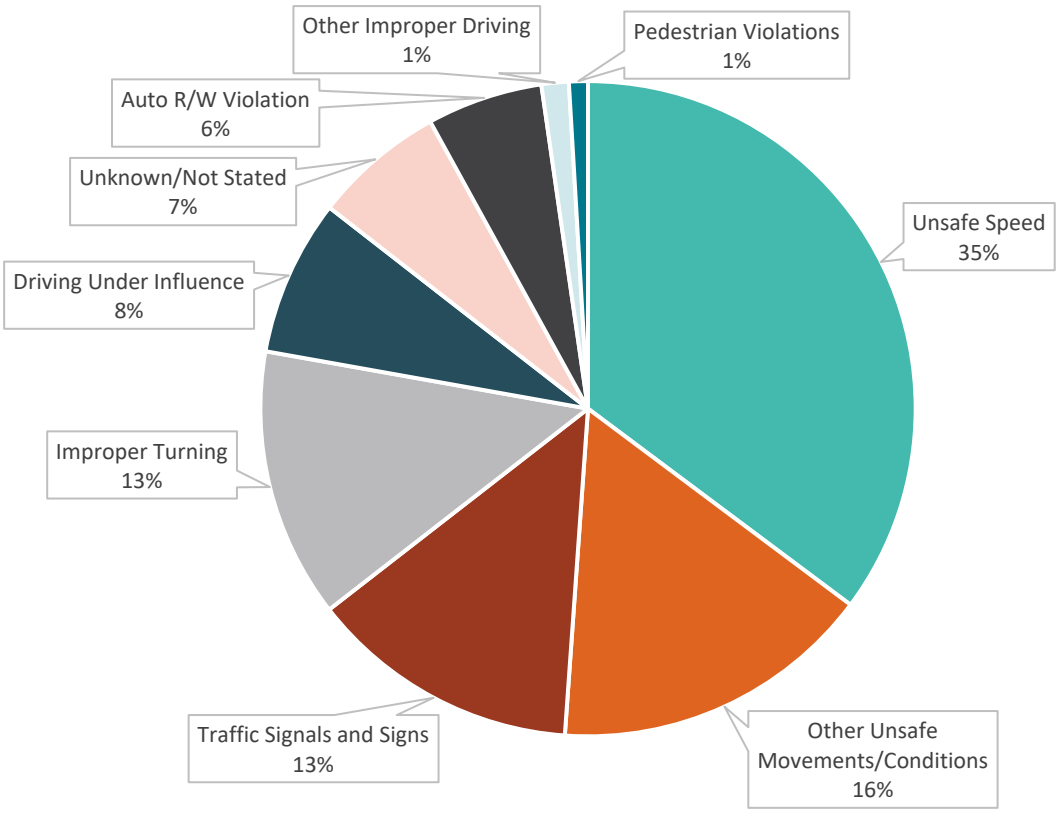


Source: Crossroads Collision Data (2015 - 2019)

7.3. Cause of Crashes

As shown in **Figure 3**, the most frequent contributing factor as identified by the responding officer for crashes was unsafe speed (35%), followed by other unsafe movements and maneuvers (16%), traffic signals and signs violations (13%), and improper turning (13%). Seven percent of the crashes either did not have a contributing factor stated or were unknown. The remaining causes make up approximately 16% of all crashes. The remaining causes included driving under the influence (8%), auto right-of-way (R/W) violation (6%), other improper driving (1%), and pedestrian violations (1%).

Figure 3 – Crashes by Cause

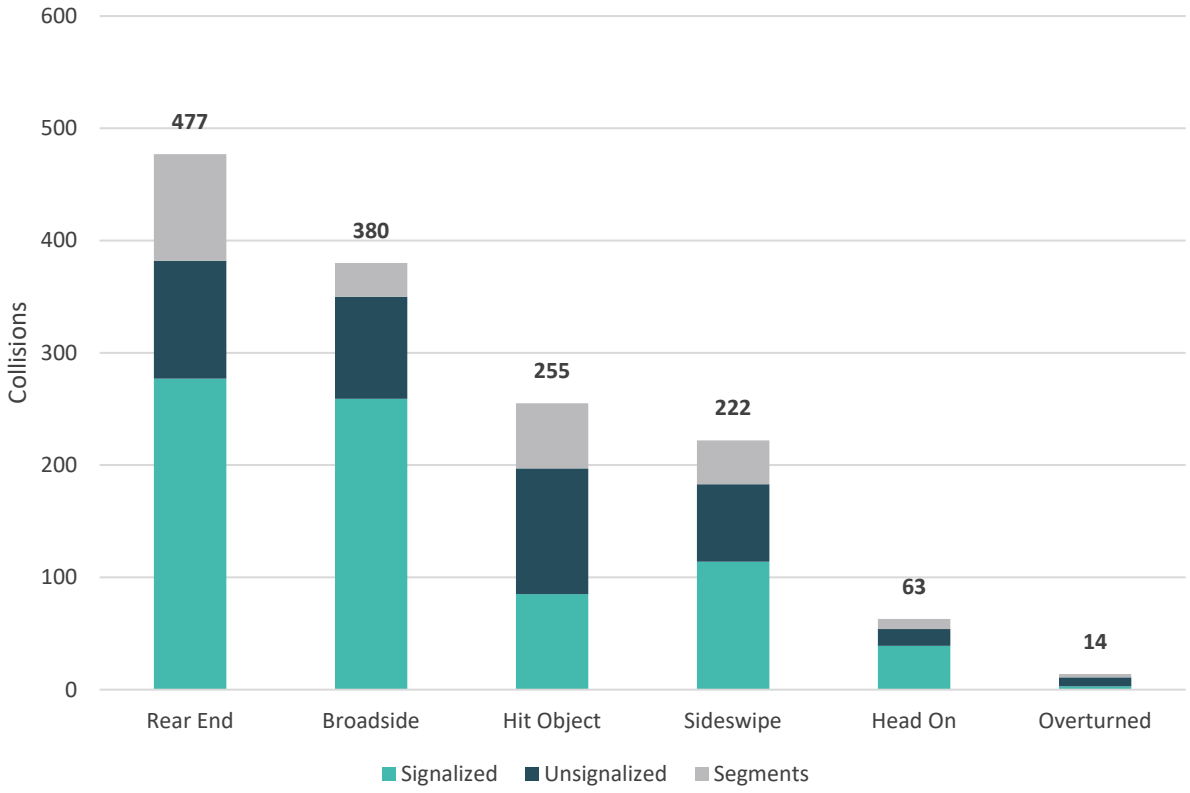


Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

7.4. Highest Occurring Crash Types

According to reported data, approximately 1,704 crashes occurred within the City during the five-year study period, of which 1,556 had spatial data. **Figure 4** indicates that rear end crashes are consistently the most common crash type within the City. The second most common crash types are broadside crashes, followed by hit object and sideswipe crashes.

Figure 4 – Crashes by Type



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

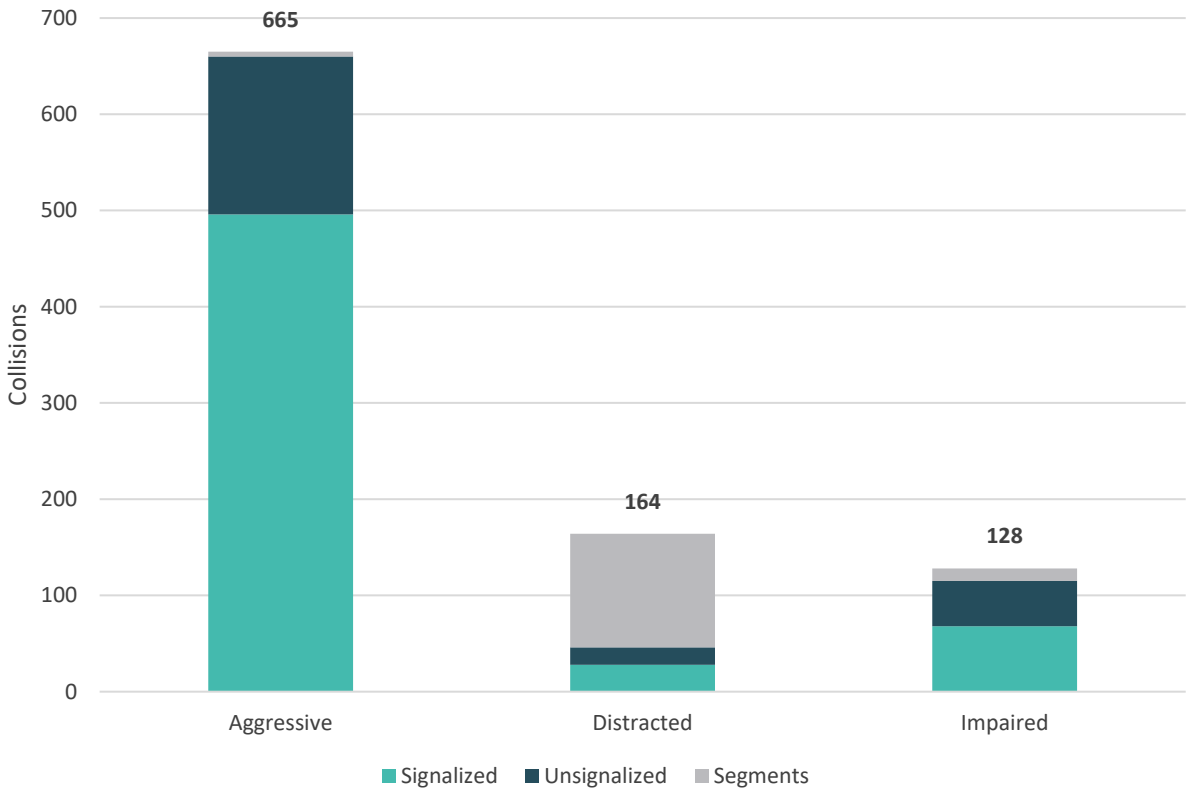
7.5. Lane Departure

Caltrans defines crashes involving lane departure as those with crash types listed as 'Head-On', 'Hit Object', or 'Overturned'. This also includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash. There were 332 lane departure crashes over the study period in the City. Of the 332 lane departure crashes, 1 was fatal, 2 were reported with serious injury, 14 with visible injuries, and 19 with complaints of pain.

7.6. Aggressive, Impaired, and Distracted Crashes

Figure 5 contains a summary of aggressive, distracted, and impaired crashes by intersections and segments. Additional information is included in the following sections.

Figure 5 – Aggressive, Impaired, and Distracted Driving Crashes



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

7.6.1. Aggressive Driving

Aggressive driving includes several behaviors including driving too fast, tailgating, and other reckless driving maneuvers as determined by the officer on scene. The data definition for this challenge area has been expanded from the previous SHSP to include crashes where drivers run traffic signals and signs, and where any of the before mentioned attributes are present even if they are not the primary crash factor. There were 665 aggressive driving crashes between 2015-2019. One of the crashes resulted in a fatality and four resulted in serious injuries.

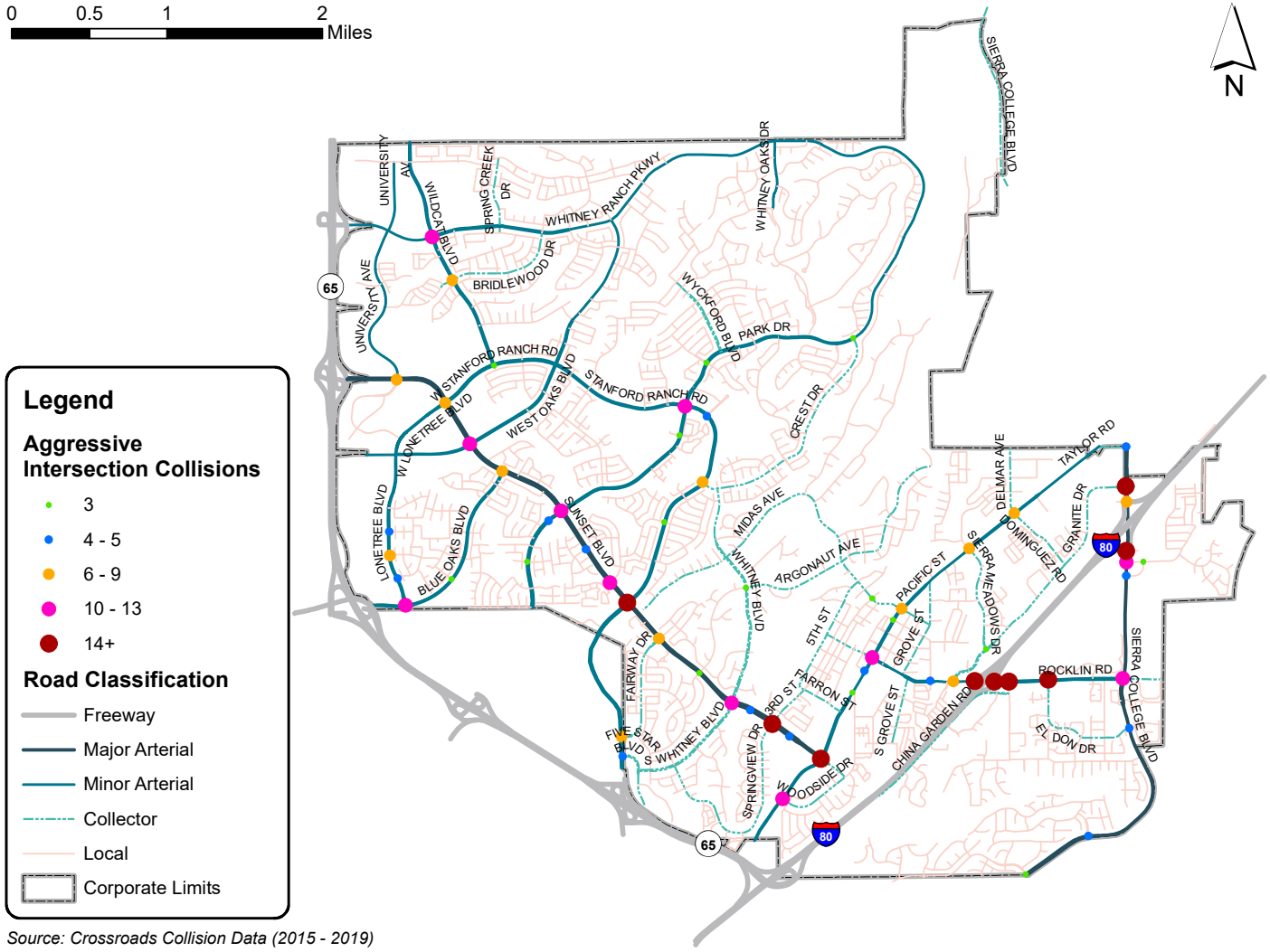
Figure 6 contains a figure of aggressive driving crashes within the City.

7.6.2. Impaired Driving

Collisions involving drugs or alcohol include all crashes where there was any evidence of drug or alcohol use by the driver. This is different from impaired driving statistics in that drivers do not need to exceed the legally defined threshold of intoxication to be counted. Caltrans considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. There were 128 impaired driving crashes between 2015-2019. None of the crashes resulted in fatalities and one crash resulted in serious injuries.

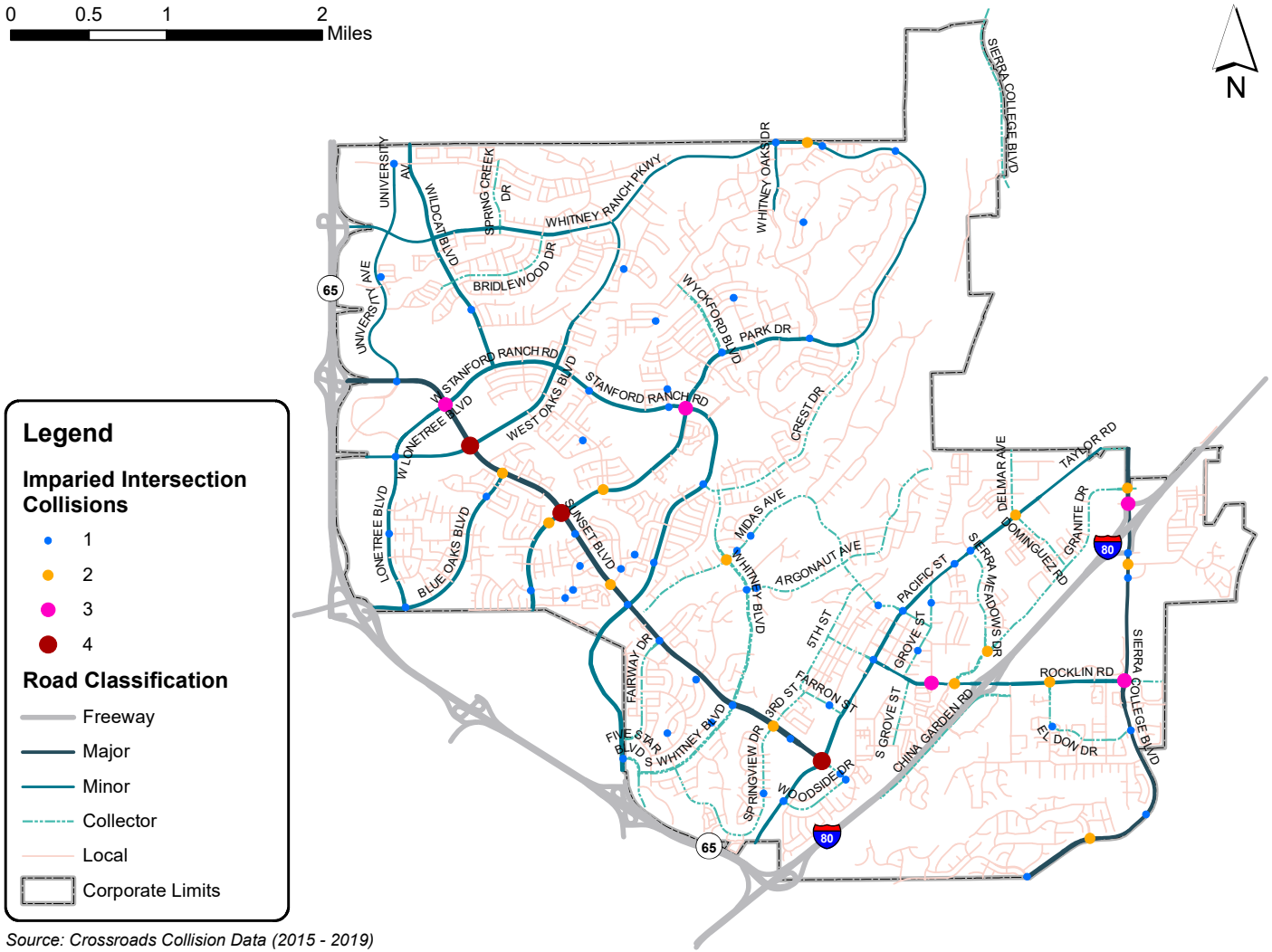
Figure 7 depicts the impaired driving crashes within the City.

Figure 6 – Aggressive Driving Crashes Map



Source: Crossroads Collision Data (2015 - 2019)

Figure 7 – Impaired Driving Crashes Map



Source: Crossroads Collision Data (2015 - 2019)

7.6.3. Distracted Driving

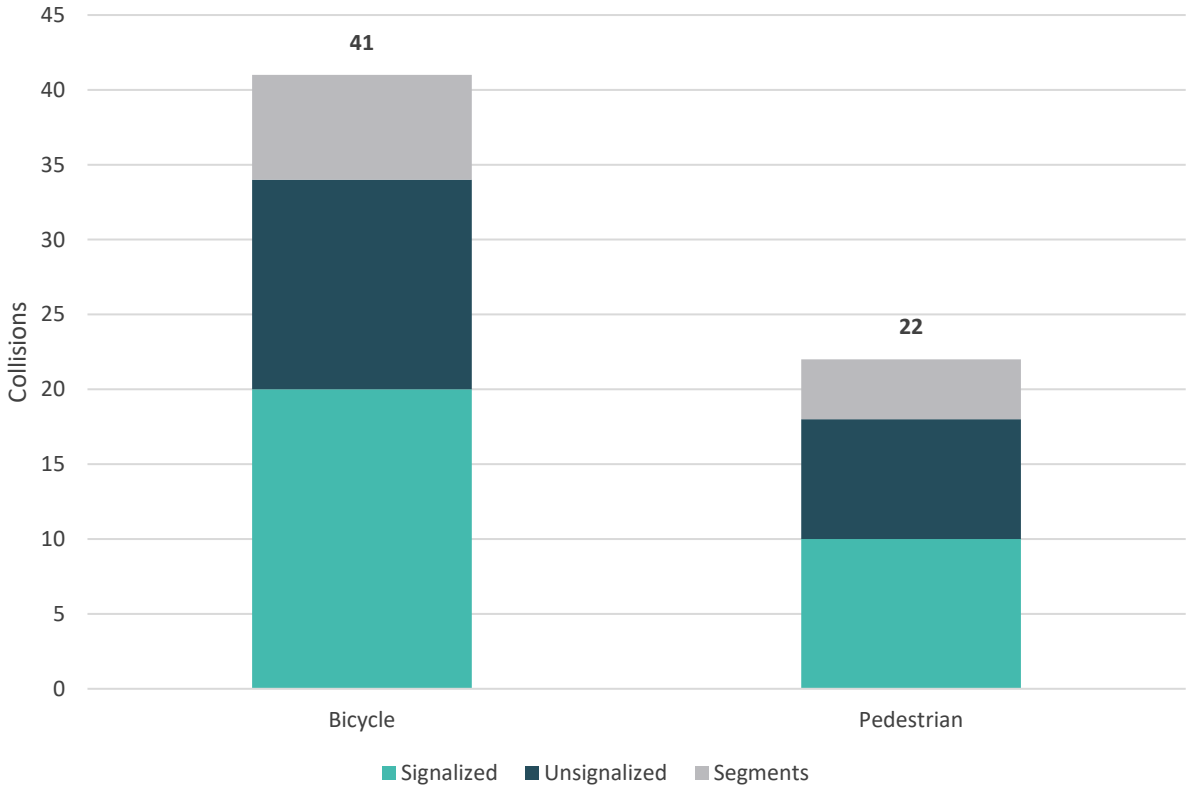
Distracted driving is another newer challenge area within the SHSP that identifies crashes where the driver of a motor vehicle was not paying attention or using an electronic device. The SWITRS database includes an attribute for inattention as a factor in crashes. It also has a field for cell phone use. Both crashes with inattention and handheld cell phone use have been trending toward more occurrences in recent years. There were 164 distracted driving crashes between 2015-2019. None of the crashes resulted in fatalities and one of the crashes resulted in serious injuries.

7.7. Bicycle and Pedestrian Crashes

As shown in **Figure 8**, the majority of bicycle and pedestrian crashes are occurring at intersections as opposed to roadway segments. Pedestrian crashes and bicycle crashes are more prevalent at signalized intersections.

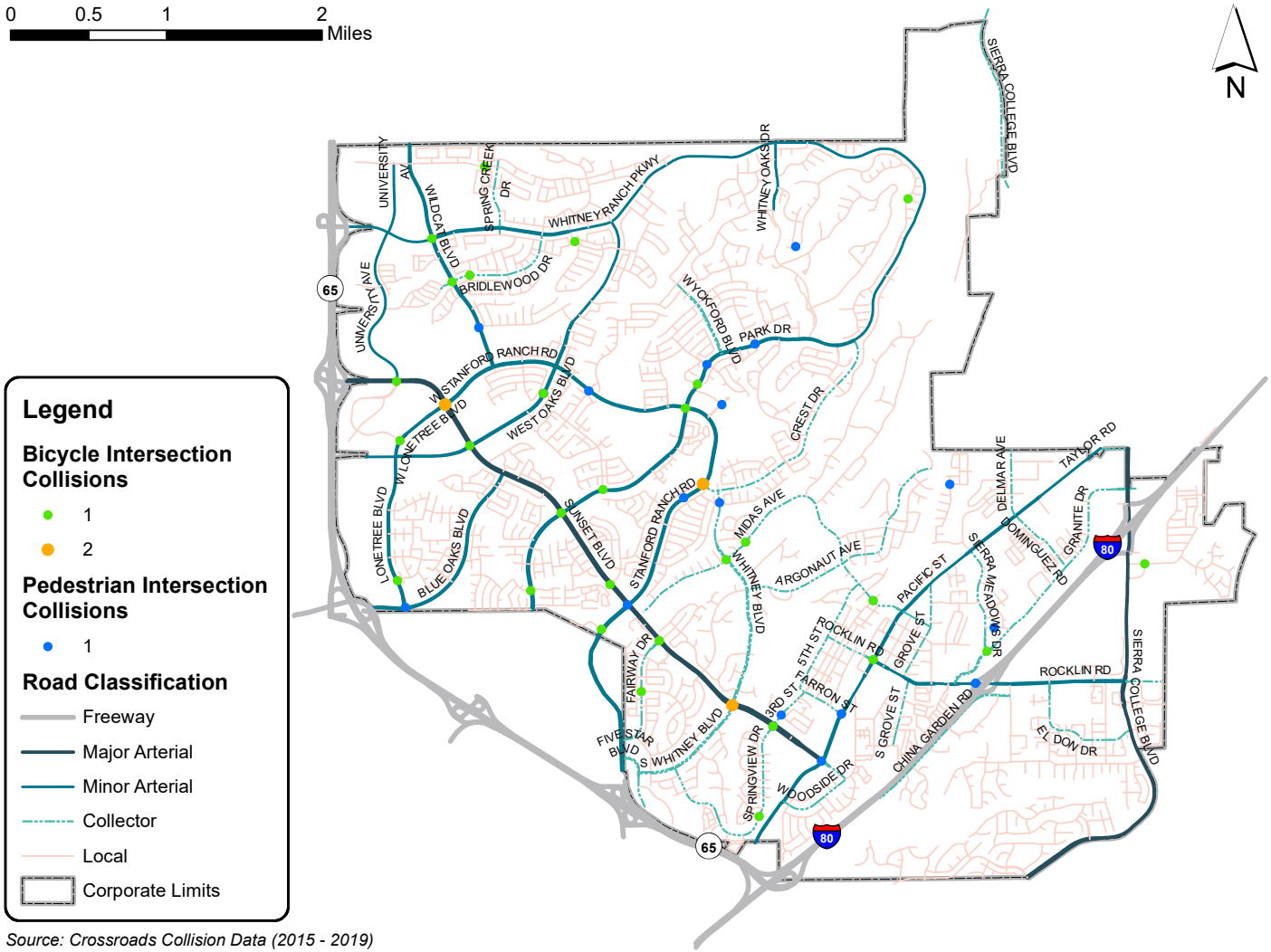
Figure 9 illustrates the locations of pedestrian and bicycle crashes at intersections within the City. Additional information on pedestrian and bicycle crashes is located in the following sections.

Figure 8 – Bicycle and Pedestrian Crashes



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

Figure 9 – Non-Motorized Crashes Map



Source: Crossroads Collision Data (2015 - 2019)

7.7.1. Bicycle Crashes

There were 41 bicycle-involved crashes in the City over the study period. Of the bicycle-involved crashes, none were fatal, one was reported with serious injury, five with visible injuries, and five with complaints of pain; the remaining 30 reported property damage only.

7.7.2. Pedestrian Crashes

Over the study period of 2015-2019, a total of 22 pedestrian-involved crashes occurred in the City. Of the pedestrian-involved injury crashes, zero crashes were fatal, zero were reported with serious injury, four were reported with visible injuries, and five with complaints of pain.

8. RECOMMENDATIONS

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that might address conditions that were observed to contribute to crash activity in the City.

8.1. Engineering Countermeasures

While there are many safety countermeasures that could be used to systemically improve roadway safety, the following sections provide countermeasures for consideration by the City of Rocklin. The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

8.1.1. Crash Modification Factors

When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 10** illustrates the definition of CMFs.

Figure 10 – CMF Calculation

$$CMF = \frac{\text{EXPECTED CRASHES WITH TREATMENT}}{\text{EXPECTED CRASHES WITHOUT TREATMENT}}$$

CMF = 1.0	Expected to have no impact on safety
CMF < 1.0	Expected to reduce crashes
CMF > 1.0	Expected to increase crashes

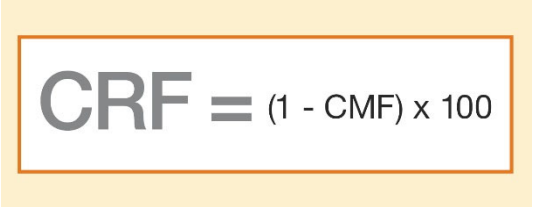
The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 11** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 11 – CMF Method Sample Calculation

10.1 crashes / year x 0.91 (CMF) =	9.2 crashes / year: a reduction of 0.9 total crashes per year and a CRF of 9%

A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. **Figure 12** shows how a CRF is calculated in relationship to a CMF.

Figure 12 – CRF Calculation



Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, the LRSM, or from the FHWA CMF Clearinghouse website (http://www.cmfclearinghouse.org).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this LRSP were chosen because of their effectiveness in reducing crashes.

8.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective for Rocklin are listed in **Table 3,** and include a wide range of countermeasures that can be implemented in phases where appropriate. Many of these proposed countermeasures have already been implemented in the City, including but not limited to signal timing coordination, protected left-turn phasing, pedestrian countdown signal heads, conversion of stop-controlled intersections to roundabouts, installation of speed feedback signs, and enhanced visibility signing (i.e. LED enhanced signs) and striping treatments.

The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the City of Rocklin in understanding potential reductions from crashes by different countermeasures. Caltrans funding levels for each countermeasure is also provided.

Table 3 – Rocklin Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle	
Signalized Intersections								
Install intersection lighting			0.6	40%		X		100%
Retroreflective backplates			0.85	15%	X			100%
Improve signal timing (coordination)			0.85	15%	X			50%
Advanced dilemma zone detection			0.6	40%	X			100%
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			100%
Protected left turn phase			0.7	30%	X			100%
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			100%
Install raised pavement markers and striping			0.9	10%	X			100%
Install signs with LED borders as advanced warning			0.7	30%	X			100%
Install High Friction Surface Treatment (HFST)			0.45	55%	X			100%
Install raised median on approaches			0.75	25%	X			100%
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%
Pedestrian countdown signal heads	X		0.75	25%			X	100%
Pedestrian scramble	X		0.6	40%			X	100%
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	100%
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	100%
Flashing yellow arrow			0.94	6%	X			N/A
Unsignalized Intersection								
Add intersection lighting			0.6	40%		X		100%
Install all-way STOP control			0.5	50%	X			100%
Convert intersection to roundabout			Varies	Varies	X			100%
Install/upgrade intersection warning/regulatory signs			0.85	15%	X			100%
Upgrade pavement markings			0.75	25%	X			100%
Install flashing beacons at stop-controlled intersections			0.85	15%	X			100%
Install flashing beacons as advanced warning			0.7	30%	X			100% (if beacons are utilized)
Clear sight triangles			0.8	20%	X			90%

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle	
Install High Friction Surface Treatment (HFST)			0.55	55%	X			100%
Install splitter-islands on minor road approaches			0.6	40%	X			100%
Install raised median on approaches			0.75	25%	X			90%
Directional median openings to restrict turning movements			0.5	50%	X			90%
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%
Install right-turn lane			0.8	20%	X			90%
Install left-turn lane			0.65	35%	X			90%
Pedestrian refuge island	X		0.55	45%			X	90%
Install/upgrade pedestrian crossing with enhanced safety features	X		0.65	35%			X	100%
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			X	100%
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			X	100%
Retroreflective strips on sign posts			Not Available	Not Available	X			
Crosswalk lighting	X		0.6	40%			X	100%
Colored bicycle lanes		X	0.61	39%			X	
Curb extensions	X		0.63	37%			X	
Segments								
Add segment lighting			0.65	35%		X		100%
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X			90%
Install impact attenuators			0.75	25%	X			100%
Install pedestrian median fencing	X	X	0.65	35%			X	90%
Install bike lanes	X	X	0.65	35%			X	90%
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			X	90%
Install raised pedestrian crossing	X	X	0.65	35%			X	90%
Install rectangular rapid flashing beacon	X	X	0.65	35%			X	100%
Speed feedback signs (mobile or fixed)	X	X	Not Available	Not Available				Opportunity for OTS funding

8.1.3. Project Sheets for Priority Locations

From the citywide analysis, five project case study locations were selected for further analysis and recommendations. For each of these locations, project sheets were developed to provide a case study to organize projects when applying for funding. These locations were identified through the analysis process based on their crash histories, the observed crash patterns, and their differing characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

Each Project Sheet includes location maps with aerial, crash data summary, and list of safety countermeasures with corresponding CMF, number of crashes anticipated to be reduced, 10-year crash reduction estimate and benefit, and planning level construction cost estimate. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history. These Project Sheets can also be used to position the City for future grant funding opportunities.

Project Sheets were developed for the following locations and have been included in **Appendix D**:

1. Stanford Ranch Rd/Crest Dr
2. Sunset Blvd/Stanford Ranch Rd
3. Pacific St between Woodside Dr and Farron St (including Sunset Blvd intersection)
4. Rocklin Rd/Sierra College Blvd & Rocklin Rd/El Don Dr
5. Systemic Citywide Signalized Intersection Improvements

8.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition,* is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 4** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Note that while there are several other non-infrastructure countermeasures available, only those which have an effectiveness rating of four stars or higher are presented. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but are countermeasures that could also be considered for the City.

Table 4 – Rocklin Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Aggressive Driving				
Automated enforcement systems (red light camera systems)	*****	$$$†	Medium	Medium
Impaired Driving				
Publicized Sobriety Checkpoints	*****	$$$	Medium	Short
High-Visibility Saturation Patrols (large number of law enforcement officers patrolling a specific area)	****	$$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	*****	$$$	Medium	Medium
Integrated nighttime seat belt enforcement (night time seat belt enforcement in conjunction with High-Visibility Saturation Patrols for impaired driving)	****	$$$	Unknown	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	****	$$$	Low	Medium

Effectiveness:
****** Demonstrated to be effective by several high quality evaluations with consistent results*
***** Demonstrated to be effective in certain situations*
Cost to Implement:
$$$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources
$$ Requires some additional staff time, equipment, facilities, and/or publicity
$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity
†Can be covered by income from citations
Use:
High: More than two-thirds of states, or a substantial majority of communities
Medium: Between one-third and two-thirds of states or communities
Low: Less than one-third of states or communities
Unknown: Data not available
Time to Implement:
Long: More than 1 year
Medium: More than 3 months but less than 1 year
Short: 3 months or less

9. EVALUATION AND IMPLEMENTATION

9.1. Evaluation

The success of the LRSP will be evaluated using the preliminary process outlined below. This process will be useful to ensure proper implementation of goals and to determine when updates are needed.

- Frequent progress meetings are recommended to be conducted to track the implementation of the plan. In addition, the success of the plan will be evaluated on an annual basis based on the impact of countermeasures implemented and resulting collision data analysis.
- An update to the plan should be considered after no more than five years.
- Continued monitoring and recording of traffic incidents on local roadways by law enforcement.
- Maintain a list of focus/priority areas where there are transportation safety concerns, based on historical crash data. List of priority locations can be updated as an outcome of review of updated crash data and performing screening analysis annually to continually monitor safety trends.

9.2. Implementation

Implementation of the LRSP can be accomplished through several avenues including development of projects, the establishment of new policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following identifies potential focus areas for the City in the near-to-mid-term.

9.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this LRSP provide more of the systemic countermeasures that can be applied within the City. Over the next three to five years, it is recommended that the City concentrate its efforts on the following emphasis areas:

1. Vulnerable Road Users (Pedestrians & Bicyclists)
2. Aggressive Driving
3. Impaired Driving
4. Young Drivers

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to crashes within the City. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas can be developed with a high benefit-to-cost ratio (by applying City-wide crash rates), allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions that might contribute to future crashes.

9.3. Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Rocklin. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Rocklin. The following is a high-level introduction into some of the main funding programs and grants for which the City can apply.

9.3.1. Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: https://safety.fhwa.dot.gov/hsip/. California specific HSIP information – including dates for upcoming call for projects - can be found at: http://www.dot.ca.gov/hq/LocalPrograms/hsip.html.

9.3.2. Caltrans Active Transportation Program (ATP)

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g. safe routes to school)
- Non-infrastructure programs (education and enforcement)

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: http://www.dot.ca.gov/hq/LocalPrograms/atp/

9.3.3. State Transportation Improvement Program

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation

projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

9.3.4. California Senate Bill 1 (SB 1)

SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Bike and Pedestrian Projects: $100 million
  - This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).
- Local Planning Grants: $25 million

9.3.5. California OTS Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this LRSP) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

9.3.6. SACOG Regional Funding Programs

The Sacramento Area Council of Governments (SACOG) provides funding allocation for various multi-modal transportation projects in the Sacramento region. Projects that are considered for this regional funding program must be eligible for CMAQ, RSTP, or STIP funds.

Performance outcomes which are considered for selection include those which:

- Reduce regional VMT per capita
- Reduce regional congest VMT per capita
- Increase multi-modal or alternative travel choices

- Provide long term benefits, sustaining both rural and urban economies
- Improve movement of goods, in and through the region
- Improve safety and security
- Maintain and improve upon the existing transportation system

10. NEXT STEPS

The City has completed this LRSP to guide the process of future transportation safety improvements for years to come. The data-driven analysis process identified crash types, related primary crash factors, and locations of crashes. Also as part of this process, emphasis areas were identified to inform and guide further safety evaluation of the City's transportation network. These emphasis areas will guide corridor improvements, education programs, and capital improvements for the City.

Using the analyzed data and outputs from this LRSP, the City will:

- Apply for HSIP Cycle 11 funding to implement infrastructure improvements throughout the City
- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established safety partners and neighboring municipalities as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in the City

The City also plans to have the City Council formally approve and adopt the Local Road Safety Plan (LRSP) in 2021. Based on current Caltrans guidelines, the City will plan to update the LRSP in five years (in 2026).

APPENDIX A

MATRIX REVIEW OF PLANNING DOCUMENTS

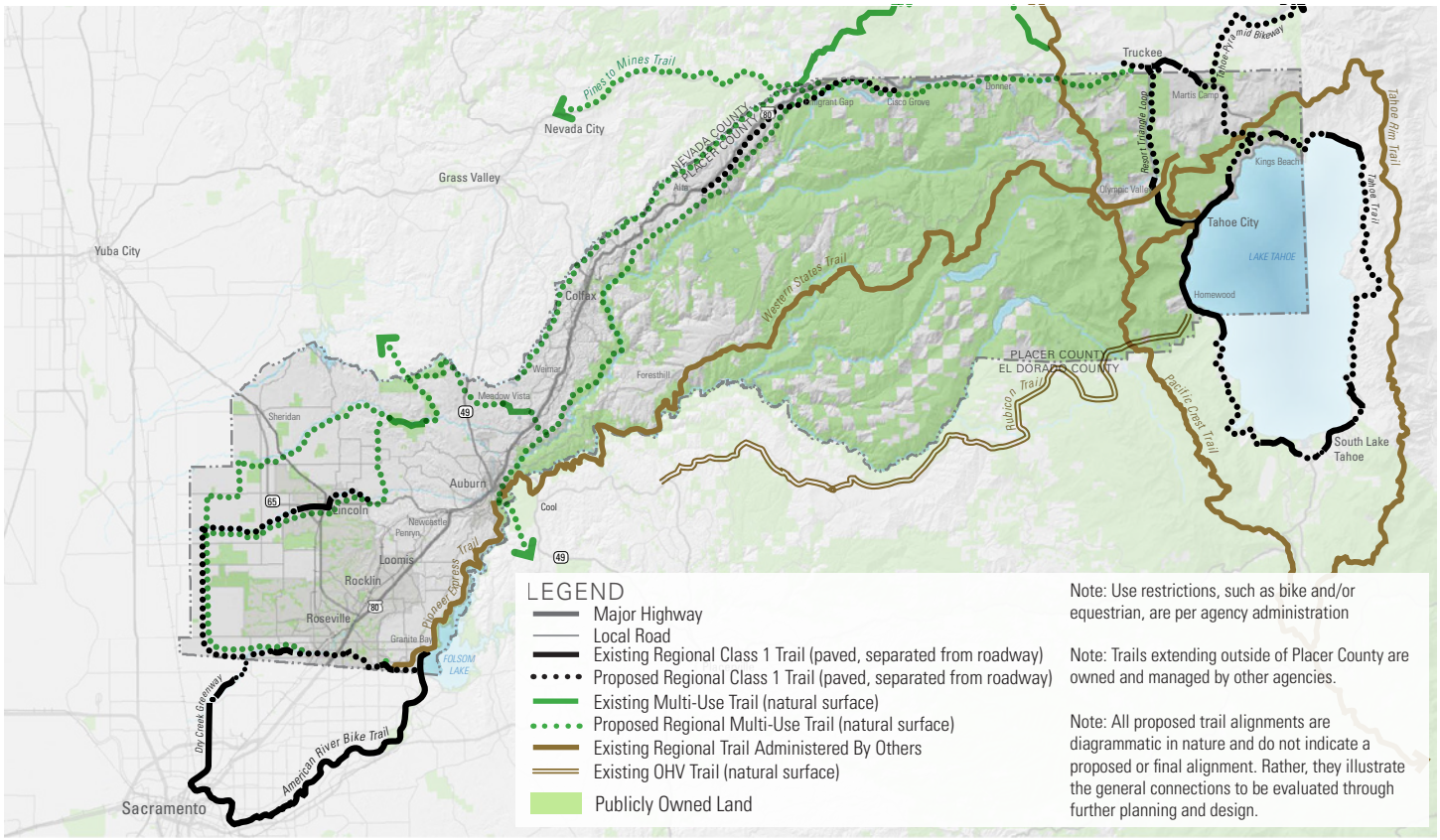
ID	Document Name	Year	Agency	Document Description	Transportation Improvements / Policies	Funding
1	Capital Improvement Plan 2021-2025	2020	City of Rocklin	Projects and programs that will result in capital construction projects or equipment purchases over a 5-year planning horizon	-Annual Road Resurfacing (ongoing) -Granite Drive Median (ongoing) -Traffic Signal ITS (ongoing) -Sierra College Blvd. Reconstruction (ongoing) -Aguilar Road Improvments (funded) -Five Star Blvd. and Destiny Drive Reconstruction (funded) -Lonetree Blvd. and Stanford Ranch Road Median Improvements (funded) -Sierra College Blvd. Widening (funded) -B Street Pedestrian Corridor (unfunded) -Rocklin Road Sidewalk and Center Island (unfunded)	General Fund - Streets Maintenance (Fund 120), Senate Bill 1 (Fund 205), Senate Bill 325 (Fund 210), Streets Grants (Fund 240), Traffic Circulation Impact Fee (302),
2	Circulation Element Action Plan	2012	City of Rocklin	Summarizes goals, policies, and action steps for Circulation Element of General Plan	-Action Step CA-11: Where warranted, improve traffic operations and efficiency when physically and financially feasible by interconnecting traffic signals and/or installing roundabouts.	
3	Strategic Plan 2019 - 2020 Priorities	2019	City of Rocklin	Contains goals related to traffic technology and road infrastructure	-2019 Priorites Underway: Roundabout at Pacific St, Rocklin Rd Land Acquisition, Traffic Signal Coordination with WAVE -2020 Priorities: Evaluate Park Dr Reconfiguration, Traffic Signal Coordination Bid Solicitation - Sunset Blvd. and Sierra College Blvd.	
4	Facility Master Plan, Sierra College Rocklin Campus	2014	City of Rocklin	Illustrates the long-term vision of facility planning at the Rocklin Campus	-Only on-site facilities are discussed	Capital Outlay Program, Local bonds
5	ITS Master Plan	2018	City of Rocklin	Framework to enable adoption and integration of transportation management tools	-Traffic signal coordination for key corridors -Dynamic Message Signs	Potential funding sources: grants, developer's fees
6	Parks and Trails Master Plan	2019	Placer County	Coordinate efforts across the region for providing high-quality trails system	See attached recommendations for trails systems (**Appendix A-1**)	Grants, General Fund
7	Placer County 2036 Regional Transportation Plan	2016	Placer County Transportation Planning Agency	Blueprint for developing a comprehensive, regional, multi-modal transportation system	See attached project list for current Highway and Roadway Network projects and Maintenance and Rehabilitation projects (**Appendix A-2**)	MAP-21, State Gas Taxes, Statewide Sales Tax, Various Fee Programs
8	Placer County Regional Bikeway Plan 2018 Update	2018	Placer County	Blueprint for developing a bikeway system of on-street and off-street facilities and supporting programs and practices	See **Appendix A-3** for recommeded bike network	Federal: CMAQ, HSIP, Transportation Investment Generating Economic Recovery Grants (TIGER) State: ATP, Caltrans Sustainable Transportation Planning Grants, Affordable Housing and Sustainable Communities (AHSC) Program, California Office of Traffic Safety Grants Regional: Transportation Development Act, Regional Active Transportation Program
9	Rocklin General Plan Circulation Element	2012	City of Rocklin	Contains goals, policies, and actions related to transportation and mobility	-Policy C-56: Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks. -See **Appendix A-4** for functional classification diagram and travel lanes	STIP, SHOPP, STP, CMAQ, State Grade Seperation Funding Program
10	Safe Routes to School	2014	City of Rocklin	Construction plan sheets	-Improvements for Racetrack Road, South Grove Street, Kannasto Street, Lost Avenue, Grove Street completed in 2014	State grant
11	Sierra College Facilities Master Plan Implementation Annual Report	2019/2020	City of Rocklin	Illustrates the long-term vision of facility planning at the Rocklin Campus	-Only on-site facilities are discussed	Local bonds, state funding, District general funding, self-funding
12	Traffic Collision Analysis System (TCAS) Version 1	2010	City of Rocklin	Contains tools, processes, and procedures for implementation of TCAS	-Program Procedures Identified for City Staff: Fatal Collision Review, Intersection High Incidence, Roadway Segment High Incidence, Pedetrian & Bicycle High Incidence, Intersection Signalization & All-Way Stop Monitoring, Intersection Sign Distance & Clearance Intervals	

APPENDIX A-1

EXCERPT OF PARKS AND TRAILS MASTER PLAN, PLACER COUNTY (2019)

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM



VISION

A BACKBONE SYSTEM OF TRAILS CONNECTING EAST/WEST FROM SACRAMENTO TO LAKE TAHOE TO RENO AND NORTH/ SOUTH FROM NEVADA COUNTY TO EL DORADO COUNTY

PROPOSED TRAIL MILEAGE

Includes County-owned and local agency owned or managed trails

207 MILES OF TRAIL

PAVED SHARED-USE PATH
35 MILES

UNPAVED MULTI-USE TRAIL
172 MILES

Note: 108 of the existing trail miles are County-owned

366% INCREASE IN MILES OF TRAILS

TRAIL MILEAGE AT FULL BUILD-OUT

Includes County-owned and local agency owned or managed trails

964 MILES OF TRAIL

PAVED SHARED-USE PATH
244 MILES

UNPAVED MULTI-USE TRAIL
720 MILES

Note: 685 of the proposed trail miles are County-owned

APPENDIX A-2

EXCERPT OF PLACER COUNTY 2036 REGIONAL TRANSPORTATION PLAN, PLACER COUNTY TRANSPORTATION PLANNING AGENCY (2016)

Table 6.1-7
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20630	Caltrans D3	B- Road & Highway Capacity	I-80 Bus/carpool Lanes East of SR65 in both directions	New bus/carpool lanes - one each direction - on I-80 from SR65 east to SR49 in Auburn.	$200,000,000	N/A	Project complete after 2036	Project Development Only
CAL20633	Caltrans D3	B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	$55,000,000	N/A	Project complete after 2036	Project Development Only
PLA25136	Caltrans D3	B- Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line (PM 0.001) to Northstar Drive (PM 3.785).	$10,000,000	N/A	Project complete after 2036	Project Development Only
PLA25234	City of Auburn	B- Road & Highway Capacity	Baltimore Ravine Development	Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development.	$200,000	N/A	Project complete after 2036	Project Development Only
PLA25161	City of Lincoln	B- Road & Highway Capacity	12th St.	Widen: 4 lanes from East Ave. to Harrison Ave.	$48,700	$51,000	Project complete by 2020	Planned
PLA20740	City of Lincoln	B- Road & Highway Capacity	Airport Rd.	Construct New Road: 2 lanes from Weco Access Rd. to Wise Rd.	$550,000	N/A	Project complete after 2036	Project Development Only
PLA18650	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd.	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	$850,000	N/A	Project complete after 2036	Project Development Only
PLA25304	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd.	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	$1,500,000	N/A	Project complete after 2036	Project Development Only
PLA18760	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Hwy. 65 / UPRR overcrossing.	$700,000	N/A	Project complete after 2036	Project Development Only
PLA18810	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	$290,000	N/A	Project complete after 2036	Project Development Only
PLA18790	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. to Twelve Bridges.	$1,104,290	$1,158,000	Project complete by 2020	Planned

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25169	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road	Widen from 2 to 4 lanes from SR 65 to SR 193 to Ferrari Ranch Road	$275,000	N/A	Project complete after 2036	Project Development Only
PLA25467	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from existing City Limit near Caledon Circle to Moore Road (Village 7 boundary).	$1,920,000	N/A	Project complete after 2036	Project Development Only
PLA20780	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway	In Lincoln: from Nicolaus Rd.(near K Street)to East Avenue; including overpass over UPRR and SR 65 and connection to 12th Street, construct a new 2 lane roadway.	$2,300,000	N/A	Project complete after 2036	Project Development Only
PLA18710	City of Lincoln	B- Road & Highway Capacity	Industrial Blvd.	Industrial Blvd., from Route 65 to 12 Bridges Dr.: Widen from 2 to 4 lanes.	$948,000	N/A	Project complete after 2036	Project Development Only
PLA18720	City of Lincoln	B- Road & Highway Capacity	Industrial Blvd.	Industrial Blvd., from 12 Bridges Dr. to Athens Blvd.: Widen from 2 to 4 lanes.	$1,876,246	N/A	Project complete after 2036	Project Development Only
PLA25164	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Nicolaus Rd. to Ferrari Ranch Rd.	$344,000	N/A	Project complete after 2036	Project Development Only
	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	$7,047,977	$8,600,000	Project complete by 2036	Planned
	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive from Oak Tree Lane to N/S Connector Loop	$5,971,878	$7,287,000	Project complete by 2036	Planned
PLA25162	City of Lincoln	B- Road & Highway Capacity	McCourtney Rd.	Widen: 4 lanes from 12th St. to north Lincoln city limits.	$48,800	N/A	Project complete after 2036	Project Development Only
PLA25595	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Extension	Extend Nelson Lane south of SR-65 Bypass	$25,000,000	$39,098,000	Project complete by 2036	Planned
PLA25509	City of Lincoln	B- Road & Highway Capacity	Nelson Ln/Markham Ravine Bridge Replacement	Nelson Ln, over Markham Ravine, 0.25 mi south of Nicolaus Rd. Replace existing functionally obsolete 2 lane bridge with a new 4 lane bridge.	$8,212,828	$8,212,828	Project complete by 2020	Programmed
PLA15970	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	$2,250,600	N/A	Project complete after 2036	Project Development Only

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25305	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension	Construct New Road: 2 lanes between Sierra College Blvd. and Wise Rd. / Hwy. 65	$1,500,000	N/A	Project complete after 2036	Project Development Only
PLA19020	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr.	Twelve Bridges Dr. from Industrial Blvd. to SR 65 Interchange: widen from 2 to 4 lanes, including interchange improvements.	$2,817,000	N/A	Project complete after 2036	Project Development Only
PLA25166	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr.	Widen: 6 lanes from Hwy. 65 Interchange to Lincoln Pkwy. Includes: interchange improvements.	$225,200	N/A	Project complete after 2036	Project Development Only
PLA20760	City of Lincoln	B- Road & Highway Capacity	Venture Drive	In Lincoln: from Aviation Blvd. to Lakeside Dr., widen Venture Dr. from 2 to 4 lanes.	$90,000	N/A	Project complete after 2036	Project Development Only
PLA25315	City of Lincoln	B- Road & Highway Capacity	Village 1-7, SUD A-C local streets	Construct New Road: Local roads for various villages and SUD. Includes: street enhancements.	$11,800,000	N/A	Project complete after 2036	Project Development Only
PLA25163	City of Lincoln	B- Road & Highway Capacity	Virginiatown Rd.	Widen: 4 lanes from McCourtney Rd. to east Lincoln city limits.	$50,200	N/A	Project complete after 2036	Project Development Only
PLA25310	City of Lincoln	B- Road & Highway Capacity	Wise Rd.	Road Realignment: between Hwy. 65 Lincoln Bypass and existing Hwy. 65. Includes: overcrossing.	$6,000,000	N/A	Project complete after 2036	Project Development Only
PLA25272	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	$240,000	N/A	Project complete after 2036	Project Development Only
PLA19400	City of Rocklin	B- Road & Highway Capacity	Rocklin Rd. Widening	In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps.	$1,320,000	$1,320,000	Project complete by 2020	Programmed
PLA19401	City of Rocklin	B- Road & Highway Capacity	Rocklin Road	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on- ramps to Sierra College Blvd: widen from 4 to 6 lanes.	$1,534,000	N/A	Project complete after 2036	Project Development Only
PLA25273	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	$372,266	N/A	Project complete after 2036	Project Development Only
PLA25345	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts at ramp EB/WB ramp terminus.	$26,150,000	$26,150,000	Project complete by 2020	Programmed

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15400	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Rocklin, widen Sierra College Boulevard from 4 to 5 lanes from I-80 to Aguliar Tributary.	$3,800,000	$4,637,000	Project complete by 2036	Planned
PLA20460	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 5 lanes.	$2,750,000	$3,356,000	Project complete by 2036	Planned
PLA19330	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Valley View Parkway to Loomis Town limits (SPRTA Segment #2a).	$8,650,000	N/A	Project complete after 2036	Project Development Only
PLA25156	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	$1,100,000	$1,342,000	Project complete by 2036	Planned
PLA15620	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Stanford Ranch Road to Pacific Street	$4,177,406	N/A	Project complete after 2036	Project Development Only
PLA17910	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard bridge at UPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	$2,600,000	$4,066,000	Project complete by 2036	Planned
PLA19360	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes from Stanford Ranch Rd. to Topaz.	$2,600,000	$4,066,000	Project complete by 2036	Planned
PLA25268	City of Rocklin	B- Road & Highway Capacity	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	$2,500,000	$2,500,000	Project complete by 2020	Programmed
PLA19250	City of Rocklin	B- Road & Highway Capacity	Valley View Parkway	Valley View Parkway: Construct 2 lanes from Park Drive to Sierra College Blvd.	$9,575,000	N/A	Project complete after 2036	Project Development Only
PLA25151	City of Rocklin	B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	$3,500,000	$4,271,000	Project complete by 2036	Planned
PLA19290	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	$12,428,000	$15,166,000	Project complete by 2036	Planned

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25025	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	In Rocklin, Whitney Ranch Parkway: construct four-lane facility from SR 65 to east of Wildcat Boulevard.	$1,730,000	$1,730,000	Project complete by 2020	Programmed
PLA25521	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Interchange Phase 1A	At SR 65 and Whitney Ranch Parkway: Construct Phase 1A of the Whitney Ranch Interchange by constructing NB on- and off- ramps, overcrossing structure, and southbound loop on-ramp.	$3,800,000	$3,800,000	Project complete by 2020	Programmed
PLA19810	City of Roseville	B- Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	$7,000,000	N/A	Project complete after 2036	Project Development Only
PLA15660	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes.	$6,106,889	$6,106,889	Project complete by 2020	Programmed
PLA15100	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	$7,852,055	$7,852,055	Project complete by 2020	Programmed
PLA25528	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	$6,000,000	$6,000,000	Project complete by 2020	Programmed
PLA25539	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	$6,350,000	$6,350,000	Project complete by 2020	Programmed
PLA25318	City of Roseville	B- Road & Highway Capacity	Dry Creek	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	$550,000	N/A	Project complete after 2036	Project Development Only
PLA25496	City of Roseville	B- Road & Highway Capacity	Foothills Boulevard	Widen: 6 lanes from Cirby to Vineyard and from Switchman to Pilgrims.	$2,390,000	N/A	Project complete after 2036	Project Development Only
PLA15740	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	$150,000	N/A	Project complete after 2036	Project Development Only

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25211	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Interchange Modification: Hwy. 65 / Galleria Blvd. Interchange. Includes: re-stripe Galleria/ Stanford Ranch to 6 lanes; modify 3 NB & SB off ramps and SB Stanford Ranch Rd. to NB 65 on ramp; add 2nd N/B Galleria to NB Hwy. 65 left-turn lane (Phase II).	$400,000	N/A	Project complete after 2036	Project Development Only
PLA25209	City of Roseville	B- Road & Highway Capacity	Galleria Blvd./SR 65 Interchange Phase II Improvements	In Roseville, at existing interchange on State Route 65/Galleria Blvd/Stanford Ranch Rd.: modify all on and off ramps to provide improved operations.	$5,000,000	N/A	Project complete after 2036	Project Development Only
PLA25377	City of Roseville	B- Road & Highway Capacity	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	$8,500,000	$8,500,000	Project complete by 2020	Programmed
PLA25571	City of Roseville	B- Road & Highway Capacity	Market Street South	In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2-lane road.	$500,000	$500,000	Project complete by 2020	Programmed
PLA25337	City of Roseville	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Rd.	$14,500,000	$22,677,000	Project complete by 2036	Planned
PLA25489	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd.	Extend 4-lanes from 1500 feet west of market to Santucci (Watt)	$1,045,000	N/A	Project complete after 2036	Project Development Only
PLA25527	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	$5,300,000	$5,300,000	Project complete by 2020	Programmed
PLA15760	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes.	$4,200,000	$5,125,000	Project complete by 2036	Planned
PLA25572	City of Roseville	B- Road & Highway Capacity	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	$817,000	$817,000	Project complete by 2020	Programmed
PLA25534	City of Roseville	B- Road & Highway Capacity	Roseville Rd. Realignment	Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017)	$3,539,500	$3,539,500	Project complete by 2020	Programmed

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15850	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	$2,500,000	$2,500,000	Project complete by 2020	Programmed
PLA25378	City of Roseville	B- Road & Highway Capacity	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	$6,500,000	$6,500,000	Project complete by 2020	Programmed
PLA25570	City of Roseville	B- Road & Highway Capacity	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4- lane road.	$1,000,000	$1,000,000	Project complete by 2020	Programmed
PLA15600	City of Roseville	B- Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	$1,661,100	N/A	Project complete after 2036	Project Development Only
PLA15911	City of Roseville	B- Road & Highway Capacity	Taylor Rd.	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	$5,042,390	$6,153,000	Project complete by 2036	Planned
PLA25538	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial	In Roseville, from Fiddyment Rd west to Westbrook Blvd, construct new 4-lane arterial.	$2,500,000	$2,500,000	Project complete by 2020	Programmed
PLA25501	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	$16,091,643	$16,091,643	Project complete by 2020	Programmed
PLA25483	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd.	Construct New Road: west of Fiddyment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	$7,500,000	N/A	Project complete after 2036	Project Development Only
PLA25481	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd.	Construct New Road: west of Fiddyment and north of Blue Oaks in proposed new Creekview Specific Plan.	$6,000,000	$6,293,000	Project complete by 2020	Planned

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA19470	City of Roseville	B- Road & Highway Capacity	Woodcreek Oaks	Widen from 2 - 4 lanes from Canavari Dr to North Branch of Pleasant Grove Creek.	$3,500,000	N/A	Project complete after 2036	Project Development Only
PLA25519	PCTPA	B- Road & Highway Capacity	I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd.	In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off- ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON)	$4,990,000	$4,990,000	Project complete by 2020	Programmed
PLA25576	PCTPA	B- Road & Highway Capacity	I-80 Westbound 5th Lane	In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2-lane off-ramp to a 1-lane off-ramp.	$3,700,000	$3,700,000	Project complete by 2020	Programmed
PLA25542	PCTPA	B- Road & Highway Capacity	I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave.	In Roseville: Between Douglas Blvd. (PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON)	$5,910,000	$5,910,000	Project complete by 2020	Programmed
PLA25440	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1A	In Placer County: Between I-80 and Galleria Blvd./Stanford Ranch Rd.; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on- ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits) SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road.	$37,099,700	$37,099,700	Project complete by 2036	Programmed

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25648	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1B	In Placer County: Between Galleria Boulevard/Stanford Ranch Road and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, and widen I-80 westbound to SR 65 northbound ramp from 1 to 2 lanes.	$17,500,000	$17,500,000	Project complete by 2036	Programmed
PLA25649	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1C	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen southbound SR 65 from 2 to 3 lanes.	$11,500,000	$11,500,000	Project complete by 2036	Programmed
PLA25601	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp.	$110,000,000	$172,033,000	Project complete by 2036	Planned
PLA25602	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street, and Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes.	$179,000,000	$279,944,000	Project complete by 2036	Planned
PLA25603	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	$95,000,000	$148,574,000	Project complete by 2036	Planned
PLA25529	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp.	$16,520,000	$16,520,000	Project complete by 2020	Programmed

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25637	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 4 to 7 lanes with 1 carpool lane and 1 general purpose lane southbound, and 1 general purpose lane northbound, including widening Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	$32,500,000	$50,828,000	Project complete by 2036	Planned
PLA25638	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	$12,000,000	$18,767,000	Project complete by 2036	Planned
	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	$57,000,000	N/A	Project complete after 2036	Project Development Only
PLA25479	Placer County	B- Road & Highway Capacity	16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	$12,955,800	N/A	Project complete after 2036	Project Development Only
PLA15070	Placer County	B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	$29,000,000	$45,354,000	Project complete by 2036	Planned
PLA15080	Placer County	B- Road & Highway Capacity	Auburn-Folsom Rd Widening	From Placer / Sacramento County line to Douglas Blvd, : Widen to 4 lanes. Install signal at Auburn-Folsom Blvd and Fuller Dr.	$28,300,000	$28,300,000	Project complete by 2020	Programmed

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA20680	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (East Portion)	Widen From 4 to 6 lanes from Watt Avenue to Fiddyment/Walerga Road.	$11,270,000	$17,626,000	Project complete by 2036	Planned
PLA25127	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	$2,400,000	N/A	Project complete after 2036	Project Development Only
PLA15105	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	$19,200,000	$19,200,000	Project complete by 2020	Programmed
PLA25463	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	$29,000,000	$35,380,000	Project complete by 2036	Programmed
PLA18390	Placer County	B- Road & Highway Capacity	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddyment Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	$18,247,600	N/A	Project complete after 2036	Project Development Only
PLA25130	Placer County	B- Road & Highway Capacity	Fiddyment Road Widening	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	$11,550,000	N/A	Project complete after 2036	Project Development Only
PLA15220	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	$4,062,300	N/A	Project complete after 2036	Project Development Only
PLA20350	Placer County	B- Road & Highway Capacity	Local Roads in Auburn	In and near Auburn - adjacent to Route 49 between I-80 and Dry Creek Road - three new local connector roads; 1) Quartz Drive Connector from Route 49 to Locksley Lane, 2) Willow Creek Drive Connector from Route 49 to 1st Street in Dewitt Center, and 3) Edgewood Road Connector from Route 49 to Alta Mesa Drive (City of Auburn) - state and local funding only. LIMITS: Auburn and north of Auburn, three connector roads intersecting with State Route 49. (1) Quartz Drive Connector, (2) Willow Creek Drive Connector (3) Edgewood Road Connector. STREET NAME: Local Roads in Auburn	$3,671,000	$3,851,000	Project complete by 2020	Planned

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15270	Placer County	B- Road & Highway Capacity	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	$1,551,000	N/A	Project complete after 2036	Project Development Only
PLA15300	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	$6,025,000	N/A	Project complete after 2036	Project Development Only
PLA20690	Placer County	B- Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	$2,215,100	N/A	Project complete after 2036	Project Development Only
PLA18490	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	$13,085,000	$13,085,000	Project complete by 2020	Programmed
PLA25299	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four- lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	$70,000,000	$70,000,000	Project complete by 2020	Programmed
PLA15390	Placer County	B- Road & Highway Capacity	Sierra College Blvd.	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	$13,000,000	N/A	Project complete after 2036	Project Development Only
PLA25598	Placer County	B- Road & Highway Capacity	SR 49	Widen from Bell Road to Dry Creek Road (total construction cost is $10,000,000)	$1,000,000	N/A	Project complete after 2036	Project Development Only
PLA25628	Placer County	B- Road & Highway Capacity	SR 49	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	$1,000,000	$1,220,000	Project complete by 2036	Planned
PLA25170	Placer County	B- Road & Highway Capacity	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	$6,365,000	$6,365,000	Project complete by 2020	Programmed

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25044	Placer County	B- Road & Highway Capacity	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	$8,675,000	$8,675,000	Project complete by 2020	Programmed
PLA15420	Placer County	B- Road & Highway Capacity	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	$13,781,700	$13,781,700	Project complete by 2020	Programmed
PLA25535	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	$19,892,750	$19,892,750	Project complete by 2020	Programmed
PLA20700	Placer County	B- Road & Highway Capacity	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	$13,270,800	$16,194,000	Project complete by 2036	Planned
PLA25505	Placer County	B- Road & Highway Capacity	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.)	$14,999,400	$14,999,400	Project complete by 2020	Programmed
PLA20721	South Placer Regional Trans-portation Authority	B- Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	$295,000,000	N/A	Project complete after 2036	Project Development Only
PLA25592	South Placer Regional Trans-portation Authority	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddyment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	$85,000,000	$132,934,000	Project complete by 2036	Planned
PLA25260	Town of Loomis	B- Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	$210,000	N/A	Project complete after 2036	Project Development Only

Table 6.1-7 (cont.)
Highway and Roadway Network Projects List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25259	Town of Loomis	B- Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	$100,000	N/A	Project complete after 2036	Project Development Only
PLA25258	Town of Loomis	B- Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	$60,000	N/A	Project complete after 2036	Project Development Only
PLA15290	Town of Loomis	B- Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	$200,000	N/A	Project complete after 2036	Project Development Only
PLA16350	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.	$15,000,000	N/A	Project complete after 2036	Project Development Only
PLA25597	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road Widening	Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	$800,000	N/A	Project complete after 2036	Project Development Only
PLA15350	Town of Loomis	B- Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	$1,200,000	N/A	Project complete after 2036	Project Development Only
PLA20510	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/ undercrossing at UPRR Tracks.	$3,000,000	N/A	Project complete after 2036	Project Development Only
PLA20890	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	$5,899,180	N/A	Project complete after 2036	Project Development Only
PLA20960	Town of Loomis	B- Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	$3,600,000	N/A	Project complete after 2036	Project Development Only
PLA25600	Town of Loomis	B- Road & Highway Capacity	Webb St. Extension	Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two- way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	$1,000,000	N/A	Project complete after 2036	Project Development Only
				Short-Term	**$ 353,612,455**	**$ 354,141,465**		
				Long-Term	**$ 764,581,045**	**$1,127,901,000**		
				Project Development Cost (10% of project total)	**N/A**	**$ 126,571,504**		
				Total	**$1,118,193,500**	**$1,608,613,969**		

Table 6.1-8
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20511	Caltrans D3	C- Maintenance & Rehabilitation	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM41.4/42.2) [EFIS ID 0313000017; CTIPS ID 107-0000-0960] (Toll credits for PE, ROW, CON)	$3,061,000	$3,061,000	Project complete by 2020	Programmed
CAL20424	Caltrans D3	C- Maintenance & Rehabilitation	I-80 3-Mile Truck Climbing Lane	Near Colfax on Route 80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON) [EFIS ID 0300020420]	$50,637,337	$50,637,337	Project complete by 2020	Programmed
CAL20521	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Culvert Rehabilitation	In and near Colfax on Pla-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON)	$1,918,000	$1,918,000	Project complete by 2020	Programmed
CAL18828	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Vertical Clearance Improvements	Placer County, I-80, in and near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM 8.1/37.8) [CTIPS ID 107-0000-0757; EFIS ID 0300000473] (Toll Credits)	$36,045,000	$36,045,000	Project complete by 2020	Programmed
CAL20615	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	$157,380,000	$206,167,800	Lump Sum or Ongoing	Planned
CAL20616	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Collision Reduction	SHOPP - Collision Reduction	$92,415,000	$121,063,650	Lump Sum or Ongoing	Planned
CAL20617	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Emergency Response	SHOPP - Emergency Response	$1,830,000	$2,397,300	Lump Sum or Ongoing	Planned

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20584	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	$3,660,000	$4,794,600	Lump Sum or Ongoing	Planned
CAL20618	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	$1,738,500	$2,277,435	Lump Sum or Ongoing	Planned
CAL20622	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	$36,600,000	$47,946,000	Lump Sum or Ongoing	Planned
CAL20619	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mobility	SHOPP - Mobility	$19,306,500	$25,291,515	Lump Sum or Ongoing	Planned
CAL20620	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	$2,745,000	$3,595,950	Lump Sum or Ongoing	Planned
CAL20621	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	$104,310,000	$136,646,100	Lump Sum or Ongoing	Planned
CAL20389	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Curve Improvement	Near Lincoln, SR 193, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Curve improvements and widening (SHOPP Lump Sum - Collision Reduction) (PM 4.4/5.4) [CTIPS ID 107- 0000-0798; EFIS ID 0300000725] (Toll Credits)	$17,393,000	$17,393,000	Project complete by 2020	Programmed
CAL20635	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Pavement Rehabilitation	Rehabilitate SR 193 roadway from Sierra College to Newcastle.	$6,500,000	$10,166,000	Project complete by 2036	Planned
CAL20494	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehab	In Placer County, on SR 267 near Truckee, from Nevada County line to Brockway Summit - Pavement overlay (PM 0.0/6.8) [Toll Credits]	$5,101,000	$5,101,000	Project complete by 2020	Programmed

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20541	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Bridge Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON)	$29,400,000	$29,400,000	Project complete by 2020	Programmed
CAL20531	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Pavement Rehab	On SR 65, in and near Roseville, from I-80 to Twelve Bridges Drive - Pavement rehabilitation (PM 4.8/12.5) [EFIS ID0314000010; CTIPS ID 107-0000-0991] (Toll Credits for PE, ROW, CON)	$10,445,000	$10,445,000	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 1	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 500,000 annually)	$11,000,000	$14,454,000	Lump Sum or Ongoing	Planned
PLA25439	City of Colfax	C- Maintenance & Rehabilitation	Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements	Construct of pedestrian improvements across UP railroad tracks to improve pedestrian safety, road rehabilitation, and bike lane/route along Grass Valley St west of South Auburn St.	$537,100	$537,100	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 2	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 135,000 annually)	$2,970,000	$3,902,580	Lump Sum or Ongoing	Planned
PLA25540	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	$8,083,000	$8,083,000	Project complete by 2020	Programmed

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25553	City of Lincoln	C- Maintenance & Rehabilitation	Twelve Bridges Drive & Joiner Parkway rehabilitation	In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON)	$1,332,655	$1,332,655	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 3	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 1,400,000 annually)	$30,800,000	$40,471,200	Lump Sum or Ongoing	Planned
PLA25566	City of Rocklin	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	$600,000	$600,000	Project complete by 2020	Programmed
PLA25551	City of Rocklin	C- Maintenance & Rehabilitation	Sunset Blvd Reconstruction	Reconstruct Sunset Blvd from Fairway Drive to Stanford Ranch Road. (Toll credits for CON.)	$876,500	$876,500	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 4	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 5,400,000 annually)	$118,800,000	$156,103,200	Lump Sum or Ongoing	Planned

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25578	City of Roseville	C- Maintenance & Rehabilitation	2015 RSTP Arterial Microsurfacing Project	In Roseville, resurface the following arterial roadways - Pleasant Grove Blvd from Hartley Wy to Fiddyment Rd & from Michner Dr to Foothills Blvd; Fiddyment Rd from Pleasant Grove Blvd to Blue Oaks Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd & from Baseline Rd to Atkinson St; Galilee Rd from Industrial Ave to Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St; Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to I-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd; Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from Frances Dr to Lead Hill Blvd; Sierra Gardens Dr from Santa Clara Dr to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens. (Toll credits for CON.)	$6,374,233	$6,374,233	Project complete by 2020	Programmed
PLA25507	City of Roseville	C- Maintenance & Rehabilitation	Industrial Ave/Pleasant Grove Creek Bridge Replacement	Industrial Ave, over Pleasant Grove Creek, 0.7 mi S Placer Blvd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge.	$4,960,000	$4,960,000	Project complete by 2020	Programmed
PLA25508	City of Roseville	C- Maintenance & Rehabilitation	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.)	$3,250,000	$3,250,000	Project complete by 2020	Programmed

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Regional Maintenance and Rehabilitation Lump Sum 5	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 14,400,000 annually)	$316,800,000	$416,275,200	Lump Sum or Ongoing	Planned
Regional Maintenance and Rehabilitation Lump Sum 6	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($52,000,000 annually)	$938,000,000	$1,232,532,000	Lump Sum or Ongoing	Planned
PLA25477	Placer County	C- Maintenance & Rehabilitation	Alpine Meadows Rd Bridge Rehabilitation	Alpine Meadows Rd over Truckee River, 0.1 miles west of SH 89: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	$22,625,063	$22,625,063	Project complete by 2020	Programmed
PLA25447	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes.	$2,230,002	$2,230,002	Project complete by 2020	Programmed
PLA25448	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.	$2,230,002	$2,230,002	Project complete by 2020	Programmed
PLA25518	Placer County	C- Maintenance & Rehabilitation	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.)	$5,518,500	$5,518,500	Project complete by 2020	Programmed

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25559	Placer County	C- Maintenance & Rehabilitation	Bridge Approach and Non-HBP Participating Costs	In Placer County, bridge approach and non-HBP participating costs at Alpine Meadows @ Truckee River and Dowd Road @ Yankee Slough. (Toll Credits for CON)	$1,000,000	$1,000,000	Project complete by 2020	Programmed
PLA25458	Placer County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges.1. Squaw Valley Rd., over Squaw Creek, 2 mi west of SH 89, Bridge Rail Replacement, Deck Rehab.2. Donner Pass Rd., over S. Yuba River, north of Yuba Dr., Bridge Rail Replacement, Deck Rehab.3. Cisco Rd., over S. Yuba River, near Hampshire Rocks Rd., Replace Joint Seals, Deck Rehab.4. Alpine Meadows Rd., over Bear Creek, 0.9 mi west of SH 89, Polyester Concrete Deck Overlay.5. Fowler Rd., over Auburn Ravine, 0.6 mi north of SH 193, MethacrylateDeck Overlay.6. Gold Hill Rd., over Doty Ravine, 0.3 mi south of Wise Rd., Methacrylate Deck Overlay.7. Develop Bridge Preventive Maintenance Plan.	$1,356,000	$1,356,000	Project complete by 2020	Programmed
PLA25536	Placer County	C- Maintenance & Rehabilitation	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON)	$2,790,000	$2,790,000	Project complete by 2020	Programmed
PLA25453	Placer County	C- Maintenance & Rehabilitation	Dowd Rd at Yankee Slough Bridge Replacement	Dowd Rd. over Yankee Slough, just south of Dalby Rd.: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll Credits for CON)	$4,812,511	$4,812,511	Project complete by 2020	Programmed
PLA25449	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	$5,675,000	$5,675,000	Project complete by 2020	Programmed

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25474	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.)	$5,050,000	$5,050,000	Project complete by 2020	Programmed
PLA25541	Placer County	C- Maintenance & Rehabilitation	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON)	$5,018,250	$5,018,250	Project complete by 2020	Programmed
PLA25475	Placer County	C- Maintenance & Rehabilitation	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON)	$5,180,000	$5,180,000	Project complete by 2020	Programmed
PLA25562	Placer County	C- Maintenance & Rehabilitation	HMA Overlay, Various County Roads (Yr2)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Douglas Boulevard from Barton to Auburn- Folsom, (2) Dry Creek Road from Joeger to HWY 49, (3) Richardson Drive from Atwood Rd to Bell Rd, (4) Nevada Street from 150' east of Nevada Way to Auburn City Limits, (5) Edgewood Road from SR49 to Edgewood Place (Toll Credits for CON). Toll Credits for CON	$2,809,435	$2,809,435	Project complete by 2020	Programmed
PLA25563	Placer County	C- Maintenance & Rehabilitation	HMA Overlay, Various County Roads (Yr3)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Sierra College Boulevard from Olympus Rd to Eureka Rd, (2) Old State Highway from Taylor Rd to HWY 193, (3) Fruitvale Road from Fowler Rd to Gold Hill Rd, (4) West Wise Road from HWY 65 to Lincoln-Sheridan Blvd (Toll Credits for CON)	$2,299,047	$2,299,047	Project complete by 2020	Programmed

Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25532	Placer County	C- Maintenance & Rehabilitation	Pavement Markings	Various locations throughout Placer County: Install pavement markings (HSIP5-03-011, HSIP5-03-012)	$1,251,500	$1,251,500	Project complete by 2020	Programmed
PLA25506	Placer County	C- Maintenance & Rehabilitation	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Rehabilitate the existing 2 lane bridge without adding additional lanes. High Cost Project agreement required.	$21,870,000	$21,870,000	Project complete by 2020	Programmed
PLA25513	Placer County	C- Maintenance & Rehabilitation	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.	$4,759,200	$4,759,200	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 7	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 19,000,000 annually)	$418,000,000	$549,252,000	Lump Sum or Ongoing	Planned
PLA25261	Town of Loomis	C- Maintenance & Rehabilitation	I-80 at Brace Road	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	$1,000,000	N/A	Project complete after 2036	Project Development Only
PLA25277	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	$50,000	N/A	Project complete after 2036	Project Development Only
PLA25530	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	$460,000	$460,000	Project complete by 2020	Programmed

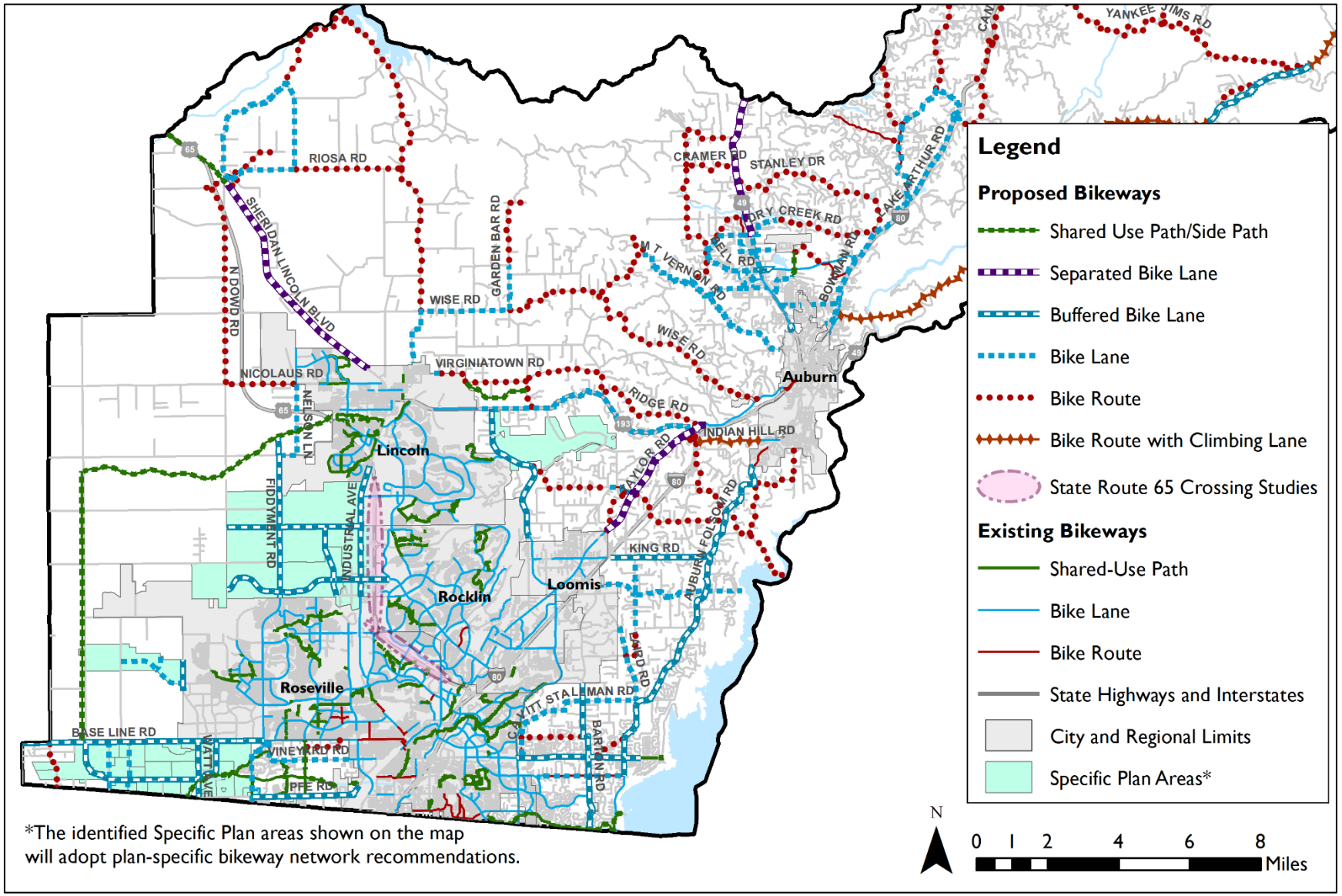
Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Regional Maintenance and Rehabilitation Lump Sum 8	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 634,000 annually)	$13,948,000	$18,327,672	Lump Sum or Ongoing	Planned
				Short-Term	**$ 276,948,335**	**$ 276,948,335**		
				Long-Term	**$2,276,803,000**	**$2,991,664,202**		
				Project Development Cost (10% of project total)	**N/A**	**$ 163,800**		
				Total	**$2,553,751,335**	**$3,268,776,337**		

APPENDIX A-3

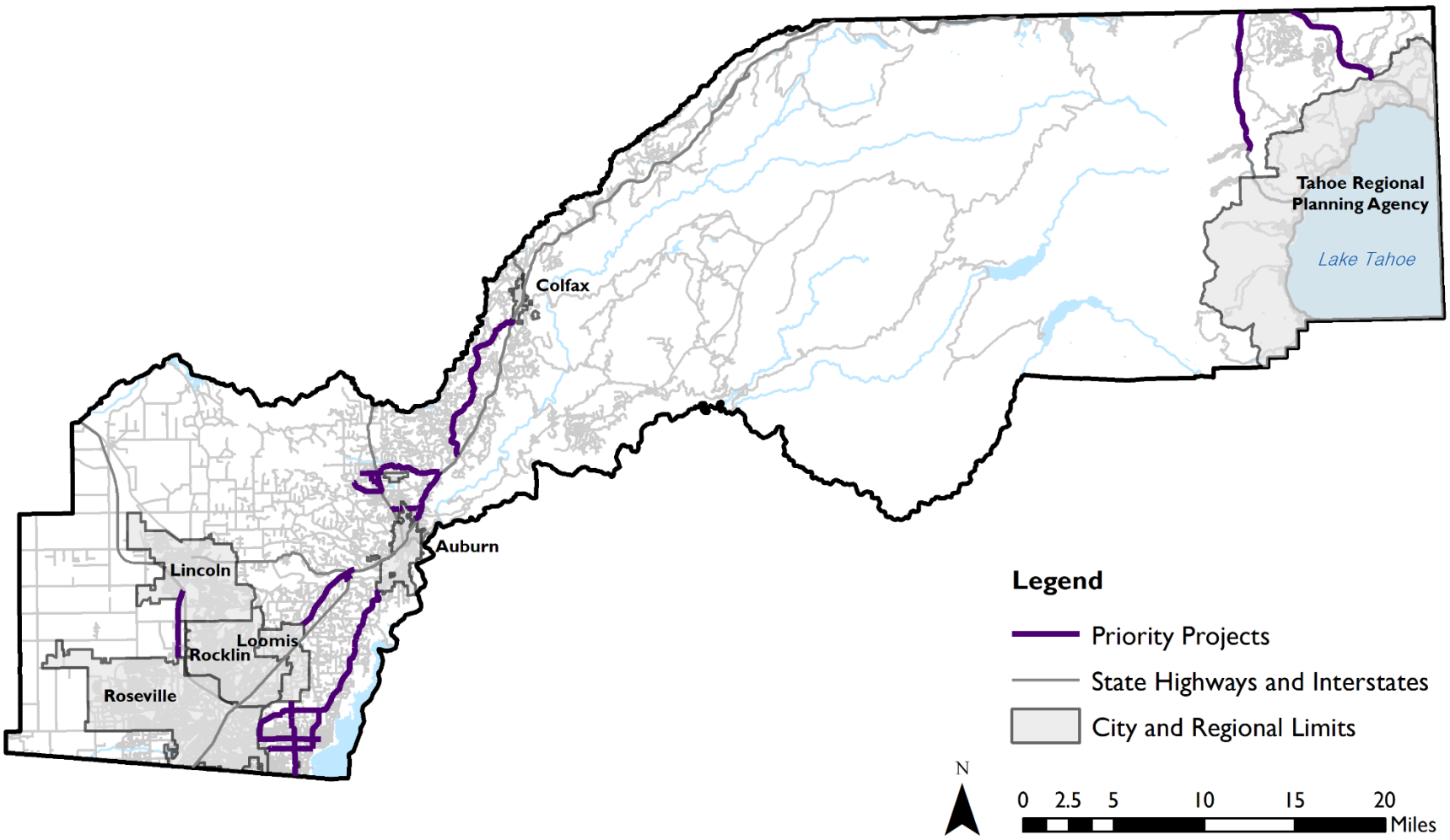
EXCERPT OF PLACER COUNTY REGIONAL BIKEWAY PLAN 2018 UPDATE, PLACER COUNTY (2018)

Figure 1: Planned Bikeway Facilities – West Placer County



Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 4: Priority Project Locations



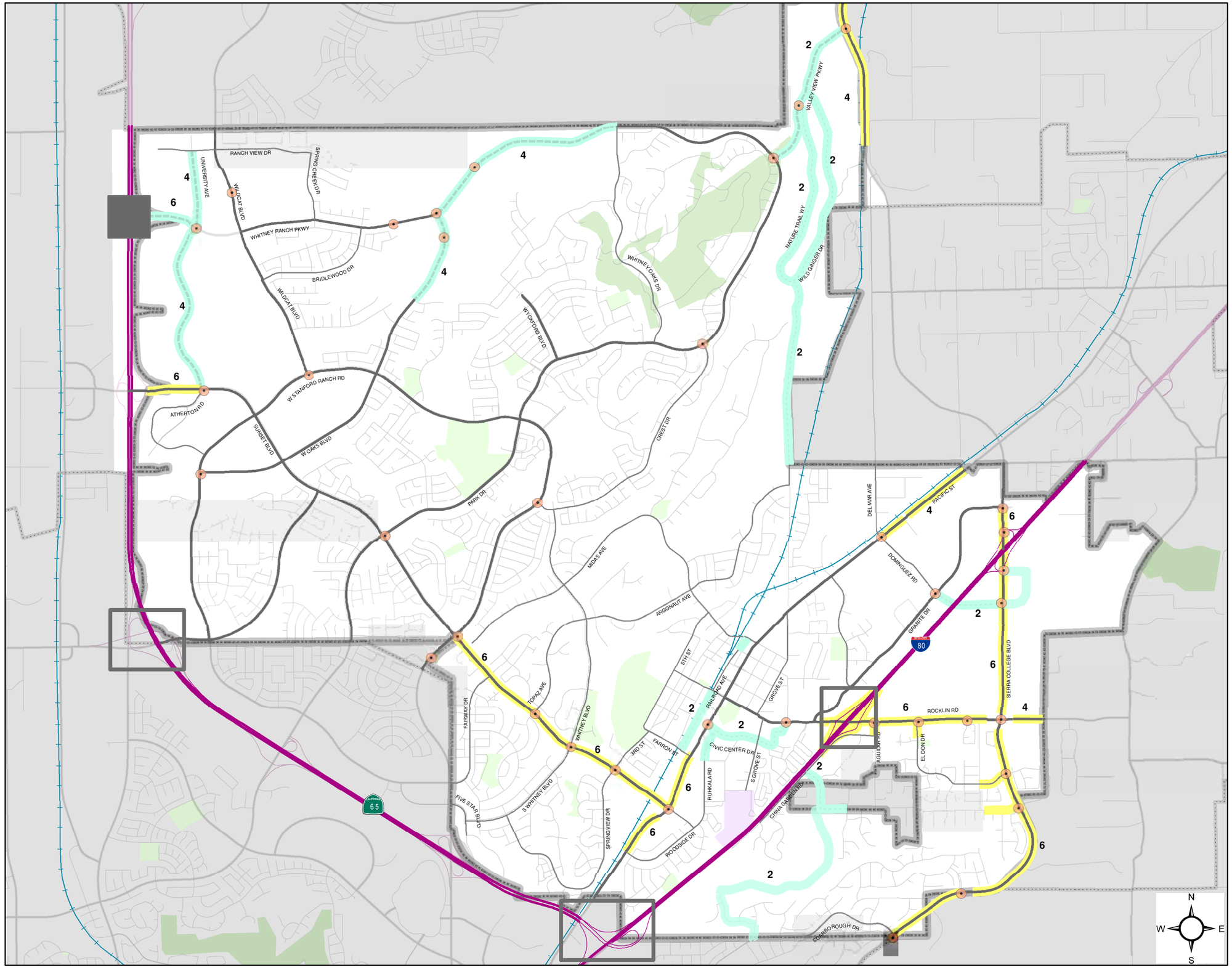
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Table 2. Priority Bikeway Projects

Road Name	From Street	To Street	Project Description	Length (Miles)	Cost Estimate (2018 Dollars)
BOWNMAN RD / AUBURN RAVINE RD	DRY CREEK RD	MULBERRY LN	BIKE LANE	3.4	$800,000
BELL RD	STATE ROUTE 49	JOEGER RD	BIKE LANE	1.7	$410,000
STATE ROUTE 89	SQUAW VALLEY RD	COUNTY BOUNDARY	SHARED USE PATH	8.0	$14,890,000
PLACER HILLS RD	CROTHER RD	LAKE ARTHUR RD	BIKE LANE	3.8	$890,000
PARK DR	STATE ROUTE 49	DRY CREEK RD	BIKE LANE	1.1	$250,000
NEWCASTLE BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.3	$190,000
AUBURN FOLSOM RD	LEES LN	EUREKA RD	BUFFERED BIKE LANE	10.3	$2,710,000
BARTON RD	COUNTY BOUNDARY	INDIAN SPRINGS RD	BUFFERED BIKE LANE	4.3	$1,120,000
EUREKA RD	AUBURN FOLSOM RD	WELLINGTON WY	BIKE LANE	2.5	$580,000
INDUSTRIAL AVE	VETERANS DR	STATE ROUTE 65	BUFFERED BIKE LANE	3.7	$970,000
PLACER HILLS RD / AUBURN ST	CROTHER RD	I-80	BIKE ROUTE	6.2	$870,000
DRY CREEK RD	CHRISTIAN VALLEY RD	BLUE GRASS DR	BIKE ROUTE	2.9	$420,000
LUTHER RD	BOWMAN RD	STATE ROUTE 49	BIKE LANE	1.3	$320,000
DRY CREEK RD	BLUE GRASS DR	JOEGER RD	BIKE LANE	1.9	$460,000
STATE ROUTE 49	BELL RD	DRY CREEK RD	BIKE LANE	1.0	$240,000
TAYLOR RD	OPHIR RD	RIPPEY RD (NORTH)	SEPARATED BIKE LANE	4.3	$1,620,000
CAVITT STALLMAN RD	AUBURN FOLSOM RD	DOUGLAS BLVD	BIKE LANE	4.5	$1,060,000
DOUGLAS BLVD	OAK KNOLL DR	SIERRA COLLEGE BLVD	BUFFERED BIKE LANE	3.5	$910,000
STATE ROUTE 267	MT WATSON RD	COUNTY BOUNDARY	BIKE LANE	6.8	$1,580,000
TOTAL				**72.6**	**$30,290,000**

APPENDIX A-4

EXCERPT OF GENERAL PLAN, ROCKLIN (2012)



Roadways

Facility Type

- ARTERIAL
- COLLECTOR
- FREEWAY
- FREEWAY RAMP
- Roadway Widenings
- Future Roadways
- 6 Number of Lanes on New or Widened Roads
- Improved/New Intersections
- Interchange Reconstruction
- Future Interchange

DKS Associates
TRANSPORTATION SOLUTIONS

FIGURE 4-9
Cumulative Roadway ImprovementsCity of Rocklin

Table 4-9 Functional Classifications and Travel Lanes				
Roadway	Segment	Travel Lanes		
		2008	2025 CIP	Post-2025
Arterial Roadways				
Blue Oaks Boulevard	SR 65 to Sunset Boulevard	4	4	
Granite Drive	Rocklin Road to Sierra College Boulevard	4	4	
Lonetree Boulevard	Blue Oaks Boulevard to Sandhill Drive	4	4	
	Sandhill Drive to West Oaks Boulevard	4	4	
	West Oaks Blvd. to West Stanford Ranch Road	4	4	
Pacific Street	Roseville City limits to Southwest of Sunset Blvd.	4	4	6
	West of Sunset Blvd. to East of Sunset Blvd.	4	6	
	East of Sunset Blvd. to Loomis Town limits – includes on-street parking in Downtown Plan Area	4 to 2	4	
Park Drive	Roseville City limits to Sunset Boulevard	4	4	6
	Sunset Boulevard to Valley View Parkway	4	4	
	Valley View Parkway to Whitney Oaks Drive	4	4	
Rocklin Road	Loomis City Limits to East of Sierra College Blvd.	2	4	
	East of Sierra College Blvd to I-80 EB Ramps	4	6	
	I-80 Eastbound Ramps to I-80 Westbound Ramps	4	4	6
	I-80 Westbound Ramps to West of Granite Drive	4	6	
	West of Granite Dr to Pacific Street - Includes on-street parking in Downtown Plan Area	4	4	
Sierra College Boulevard	Roseville City limits to Rocklin Road	2 to 4	6	
	Rocklin Road to Taylor Road	2	6	
	Adjacent to Clover Valley	2	4	
Stanford Ranch Road	SR 65 to Sunset Boulevard	6	6	
	Sunset Boulevard to Crest Drive	4	4	
	Crest Drive to West Stanford Ranch Road	6	6	
Sunset Boulevard	SR 65 to West Stanford Ranch Road	4	6	
	West Stanford Ranch Rd. to Stanford Ranch Road	6	6	
	Stanford Ranch Road to Pacific Street	4	6	
University Avenue	Sunset Boulevard to West Ranch View	NA	4	
Valley View Parkway	Park Drive to 500 feet east of Park Drive	NA	4	
	500 feet east of Park Drive to 500 feet west of Sierra College Boulevard	NA	2	
	500 feet west of Sierra College Boulevard to Sierra College Boulevard	NA	4	
West Oaks Boulevard	Lonetree Boulevard to Sunset Boulevard	2	2	
	Sunset Boulevard to current terminus	4	4	
	Current terminus to Whitney Ranch Parkway	NA	4	
West Stanford Ranch Road	Stanford Ranch Road to Sunset Boulevard	6	6	
Whitney Ranch Parkway	SR 65 to East of Wildcat Boulevard	NA	6	
	East of Wildcat Boulevard to Whitney Oaks Drive	NA	4	
Wildcat Boulevard	West Stanford Ranch Road to current terminus	4 to 2	4	
	Current terminus to Lincoln City limits	2	4	
Argonaut Avenue	Midas Avenue to current terminus	2	2	

Table 4-9 Functional Classifications and Travel Lanes				
Roadway	Segment	Travel Lanes		
		2008	2025 CIP	Post-2025
Collector Roadways				
Atherton Road	Sunset Boulevard to current terminus	2	2	
	Current terminus to Lonetree Boulevard	2	2	
Bridlewood Drive	All	2	2	
China Garden Road	All	2	2	
Civic Center Drive	Rocklin Road to Pacific Street Includes some on street parking in Downtown Plan Area	NA	2	
Crest Drive	All	2	2	
Delmar Avenue	All	2	2	
Dominguez Road	Extension from Granite Dr to Sierra College Blvd	NA	2	
	East of Sierra College Boulevard	NA	2	
	Pacific Street to Granite Drive	2	2	
El Don Drive	All	2	2	
Fairway Drive	Stanford Ranch Road to Sunset Boulevard	2	2	
Fifth Street	All	2	2	
Midas Avenue	All	2	2	
Monument Springs Drive	Current terminus to Scarborough Drive	NA	2	
Nature Trail Way	All	N/A	2	
Grove Street	All	2	2	
Railroad Avenue	Farron Street to Midas Avenue – Includes on street parking in Downtown Plan Area	N/A	2	
Ranch View Drive	All	2	2	
Rocklin Road	Pacific Street to West of Pacific Street	4	4	
	West of Pacific Street to 5th Street	2	2	
Ruhkala Road	Woodside to Civic Center Drive	NA	2	
Scarborough Drive	All	2	2	
Sierra Meadows Drive	All	2	2	
South Grove Street	All	2	2	
Spring Creek Drive	All	2	2	
Springview Drive	All	2	2	
Sunset Boulevard	Pacific Street to Woodside Drive	2	2	
Third Street	Farron Street to Sunset Boulevard	2	2	
West Ranch View	University Avenue to Wildcat Boulevard	2	2	
Whitney Boulevard	All	2	2	
Whitney Oaks Drive	All	2	2	
Wild Ginger Drive	All	N/A	2	
Woodside Drive	All	2	2	
Wyckford Boulevard	All	2	2	

APPENDIX B

INTERSECTION NETWORK SCREENING RESULTS

Appendix B. Intersection Network Screening Results

Intersection	Cross Street 1	Cross Street 1_Original	Cross Street 2	Cross Street 2_Original	ET_ID	Crashes	Local CCR Differential[1]	Equivalent Property Damage Only	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Signalized Intersections																										
PACIFIC ST & SUNSET BLVD	PACIFIC ST	PACIFIC ST	SUNSET BLVD	SUNSET BLVD	200	**40**	0.17	85	0	0	2	5	33	10	4	17	2	5	0	1	0	22	3	4	16	6
SPRINGVIEW DR & SUNSET BLVD	SPRINGVIEW DR	SPRINGVIEW DR	SUNSET BLVD	SUNSET BLVD	269	**40**	0.23	75	0	0	2	3	35	12	9	11	2	4	0	1	1	22	0	2	10	3
SUNSET BLVD & STANFORD RANCH RD	SUNSET BLVD	SUNSET BLVD	STANFORD RANCH RD	STANFORD RANCH RD	483	**38**	0.21	217	0	1	0	3	34	10	7	13	3	4	0	1	0	27	1	1	15	3
EL DON DR & ROCKLIN RD	EL DON DR	EL DON DR	ROCKLIN RD	ROCKLIN RD	365	**34**	0.47	222	0	1	2	1	30	5	1	26	0	1	0	0	0	29	1	2	1	0
SUNSET BLVD & PARK DR	SUNSET BLVD	SUNSET BLVD	PARK DR	PARK DR	779	**29**	0.06	44	0	0	0	3	26	7	8	9	1	1	0	0	1	13	0	4	8	4
SIERRA COLLEGE BLVD & ROCKLIN RD	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	ROCKLIN RD	ROCKLIN RD	383	**28**	0.11	58	0	0	2	2	24	6	9	6	4	2	0	0	0	10	0	3	9	1
I-80 EASTBOUND RAMPS & ROCKLIN RD	I-80 EASTBOUND RAMPS	ROCKLIN ON E	ROCKLIN RD	ROCKLIN OFF E	374	**27**	0.05	51	0	0	2	1	24	7	5	14	1	0	0	0	0	19	2	0	4	3
SIERRA COLLEGE BLVD & GRANITE DR	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	GRANITE DR	GRANITE DR	845	**27**	0.20	42	0	0	0	3	24	9	1	9	2	3	1	0	0	18	2	2	5	2
I-80 WESTBOUND RAMPS & ROCKLIN RD	I-80 WESTBOUND RAMPS	ROCKLIN ON W	ROCKLIN RD	ROCKLIN RD	394	**25**	0.02	189	0	1	0	0	24	11	5	6	1	1	0	1	0	14	0	0	8	2
S WHITNEY BLVD & SUNSET BLVD	S WHITNEY BLVD	S WHITNEY BLVD	SUNSET BLVD	SUNSET BLVD	303	**24**	-0.03	53	0	0	3	0	21	5	5	7	0	3	0	0	2	12	0	1	3	1
SIERRA COLLEGE BLVD & I-80 EASTBOUND RAMPS	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	I-80 EASTBOUND RAMPS	SIERRA COLLEGE OFF E	657	**24**	0.33	39	0	0	1	1	22	17	4	3	0	0	0	0	0	18	0	1	6	3
LONETREE BLVD & BLUE OAKS BLVD	LONETREE BLVD	LONETREE BLVD	BLUE OAKS BLVD	BLUE OAKS BLVD	511	**23**	-0.11	62	0	0	4	0	19	9	3	6	2	1	0	1	0	11	0	1	10	5
PARK DR & STANFORD RANCH RD	PARK DR	PARK DR	STANFORD RANCH RD	STANFORD RANCH RD	1023	**22**	0.03	42	0	0	1	2	19	8	4	5	2	2	0	0	1	12	1	3	6	2
AGUILAR RD & ROCKLIN RD	AGUILAR RD	AGUILAR RD	ROCKLIN RD	ROCKLIN RD	364	**18**	-0.02	33	0	0	1	1	16	3	1	13	0	0	0	0	0	15	1	0	4	1
PACIFIC ST & ROCKLIN RD	PACIFIC ST	PACIFIC ST	ROCKLIN RD	ROCKLIN RD	427	**18**	-0.06	23	0	0	0	1	17	3	5	7	0	1	0	0	1	12	0	1	3	1
SUNSET BLVD & PEBBLE CREEK DR	SUNSET BLVD	SUNSET BLVD	PEBBLE CREEK DR	PEBBLE CREEK DR	536	**18**	0.05	23	0	0	0	1	17	7	2	3	1	3	0	0	1	10	1	2	5	1
GRANITE DR & ROCKLIN RD	GRANITE DR	CREEKSIDE DR	ROCKLIN RD	ROCKLIN RD	361	**17**	-0.04	32	0	0	1	1	15	10	0	4	2	0	0	0	0	8	0	2	6	2
SUNSET BLVD & WEST OAKS BLVD	SUNSET BLVD	SUNSET BLVD	WEST OAKS BLVD	WEST OAKS BLVD	966	**17**	-0.03	17	0	0	0	0	17	5	2	7	0	2	0	0	1	12	2	4	4	3
SIERRA COLLEGE BLVD & COMMONS DR	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	COMMONS DR	COMMONS DR	659	**16**	0.09	31	0	0	0	3	13	5	2	6	0	2	0	0	0	9	0	3	2	0
BLUE OAKS BLVD & SUNSET BLVD	BLUE OAKS BLVD	BLUE OAKS BLVD	SUNSET BLVD	SUNSET BLVD	920	**16**	-0.13	16	0	0	0	0	16	2	6	4	2	2	0	0	0	7	1	2	6	2
FAIRWAY DR & SUNSET BLVD	FAIRWAY DR	FAIRWAY DR	SUNSET BLVD	SUNSET BLVD	439	**15**	-0.04	25	0	0	0	2	13	3	1	7	0	3	0	0	1	9	0	1	3	5
SUNSET BLVD & W STANFORD RANCH RD	SUNSET BLVD	SUNSET BLVD	W STANFORD RANCH RD	W STANFORD RANCH RD	996	**15**	-0.15	35	0	0	1	2	12	2	2	8	0	0	0	0	2	7	0	3	6	1
WILDCAT BLVD & WHITNEY RANCH PKWY	WILDCAT BLVD	WILDCAT BLVD	WHITNEY RANCH PKWY	WHITNEY RANCH PKWY	1295	**15**	0.09	179	0	1	0	0	14	5	2	5	0	2	0	0	1	10	1	0	4	2
SIERRA COLLEGE BLVD & SCHRIBER WAY	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	SCHRIBER WAY	SCHRIBER WAY	614	**14**	0.15	39	0	0	1	3	10	9	0	4	1	0	0	0	0	13	0	2	1	2
CHAFFREY WAY & W STANFORD RANCH RD	CHAFFREY WAY	CHAFFREY WAY	W STANFORD RANCH RD	W STANFORD RANCH RD	1090	**14**	-0.04	14	0	0	0	0	14	5	5	0	2	2	0	0	0	3	0	0	0	2
WILDCAT BLVD & BRIDLEWOOD DR	WILDCAT BLVD	WILDCAT BLVD	BRIDLEWOOD DR	BRIDLEWOOD DR	1268	**13**	-0.04	18	0	0	0	1	12	6	0	2	2	1	0	0	1	8	1	0	2	1
PACIFIC ST & WOODSIDE DR	PACIFIC ST	PACIFIC ST	WOODSIDE DR	WOODSIDE DR	110	**12**	-0.12	17	0	0	0	1	11	0	0	9	0	3	0	0	0	10	0	1	3	0
GRANITE DR & SIERRA MEADOWS DR	GRANITE DR	GRANITE DR	SIERRA MEADOWS DR	GRANITE DR	393	**11**	-0.08	21	0	0	1	0	10	4	1	1	2	2	0	0	1	3	0	2	3	2
PACIFIC ST & E MIDAS AVE	PACIFIC ST	PACIFIC ST	E MIDAS AVE	E MIDAS AVE	503	**11**	-0.18	21	0	0	1	0	10	9	0	1	0	1	0	0	0	7	1	1	1	0
SIERRA MEADOWS DR & PACIFIC ST	SIERRA MEADOWS DR	SIERRA MEADOWS DR	PACIFIC ST	PACIFIC ST	641	**11**	-0.10	16	0	0	0	1	10	5	1	3	0	1	1	0	0	6	1	1	3	2
ATHERTON RD & SUNSET BLVD	ATHERTON RD	ATHERTON RD	SUNSET BLVD	SUNSET BLVD	1060	**11**	-0.12	35	0	0	2	1	8	1	0	5	0	4	0	0	1	7	1	1	4	0
STANFORD RANCH RD & FAIRWAY DR	STANFORD RANCH RD	STANFORD RANCH RD	FAIRWAY DR	FAIRWAY DR	1498	**11**	0.04	26	0	0	1	1	9	2	0	5	1	3	0	0	0	8	1	0	1	1
LONETREE BLVD & REDWOOD DR	LONETREE BLVD	LONETREE BLVD	REDWOOD DR	REDWOOD DR	521	**10**	-0.17	20	0	0	1	0	9	6	0	3	1	0	0	0	0	9	1	0	0	1
DELMAR AVE & PACIFIC ST	DELMAR AVE	DELMAR AVE	PACIFIC ST	PACIFIC ST	760	**10**	-0.06	20	0	0	0	2	8	2	0	6	1	1	0	0	0	6	0	2	1	1
STANFORD RANCH RD & FIVE STAR BLVD	STANFORD RANCH RD	STANFORD RANCH RD	FIVE STAR BLVD	FIVE STAR BLVD	1499	**10**	-0.03	20	0	0	1	0	9	3	5	1	0	0	0	0	0	4	1	1	4	0
NIGHTWATCH DR & SIERRA COLLEGE BLVD	NIGHTWATCH DR	NIGHTWATCH DR	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	11	**8**	-0.18	23	0	0	1	1	6	1	0	4	0	3	0	0	0	5	0	2	2	2
LONETREE BLVD & GRAND CANYON DR	LONETREE BLVD	LONETREE BLVD	GRAND CANYON DR	GRAND CANYON DR	525	**8**	-0.20	23	0	0	1	1	6	2	1	2	2	0	0	0	1	5	0	0	2	1
SIERRA COLLEGE BLVD & EL DON DR	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	EL DON DR	EL DON DR	257	**7**	-0.20	17	0	0	0	2	5	3	1	2	0	1	0	0	0	5	0	1	0	0
PARK DR & SAFEWAY ENTRANCE	PARK DR	PARK DR	SAFEWAY ENTRANCE	SAFEWAY ENTRANCE	1503	**7**	-0.05	7	0	0	0	0	7	2	1	2	0	2	0	0	0	4	0	2	2	1
WYCKFORD BLVD & PARK DR	WYCKFORD BLVD	WYCKFORD BLVD	PARK DR	PARK DR	1117	**6**	-0.24	6	0	0	0	0	6	1	0	2	0	2	0	0	0	2	0	1	2	1
SIERRA COLLEGE BLVD & SCARBOROUGH DR	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	SCARBOROUGH DR	SIERRA COLLEGE BLVD	8	**5**	-0.25	10	0	0	0	1	4	2	1	1	0	1	0	0	0	3	0	1	0	1
PACIFIC ST & FARRON ST	PACIFIC ST	PACIFIC ST	FARRON ST	FARRON ST	323	**5**	-0.25	10	0	0	0	1	4	1	0	2	0	1	0	1	0	1	1	0	2	1
HAVENHURST CIR & ROCKLIN RD	HAVENHURST CIR	HAVENHURST CIR	ROCKLIN RD	ROCKLIN RD	392	**5**	-0.24	5	0	0	0	0	5	0	2	2	0	1	0	0	0	2	0	0	2	0
SIERRA COLLEGE BLVD & BASS PRO DR	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	BASS PRO DR	BASS PRO DR	423	**5**	-0.24	5	0	0	0	0	5	3	1	1	0	0	0	0	0	4	0	1	3	0
STANFORD RANCH RD & STONEY RD	STANFORD RANCH RD	STANFORD RANCH RD	STONEY RD	STONEY RD	661	**5**	-0.24	5	0	0	0	0	5	2	0	1	0	2	0	0	0	2	0	1	1	1
LONETREE BLVD & ADAMS DR	LONETREE BLVD	LONETREE BLVD	ADAMS DR	ADAMS DR	682	**5**	-0.26	5	0	0	0	0	5	2	1	2	0	0	0	0	0	4	0	1	0	2
PARK DR & SCEPTRE DR	PARK DR	PARK DR	SCEPTRE DR	SCEPTRE DR	1112	**5**	-0.24	5	0	0	0	0	5	2	1	0	0	1	0	1	0	3	0	0	1	1
STANFORD RANCH RD & PLAZA DR	STANFORD RANCH RD	STANFORD RANCH RD	PLAZA DR	PLAZA DR	148	**4**	-0.27	14	0	0	0	2	2	1	1	0	0	0	1	0	1	1	0	0	0	0
PARK DR & QUARRY WAY	PARK DR	PARK DR	QUARRY WAY	QUARRY WAY	520	**4**	-0.27	4	0	0	0	0	4	1	0	1	0	1	0	0	1	2	0	1	1	1

Legend		
Fatal/Serious Injury Collisions	LCCR Differential	Probably of Collision Type Exceeding Threshold Proportion
> 1 KSI Collision	> 1.0	90-100%
= 1 KSI Collision	0.33 - 1.0	80-90%
	0.0 - 0.33	70-80%

Kimley»Horn

Intersection	Cross Street 1	Cross Street 1_Original	Cross Street 2	Cross Street 2_Original	ET_ID	Crashes	Local CCR Differential[1]	Equivalent Property Damage Only	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
PARK DR & SANDY TR	PARK DR	PARK DR	SANDY TR	SANDY TR	627	4	-0.27	14	0	0	1	0	3	4	0	0	0	0	0	0	0	3	1	0	0	1
SUNSET BLVD & LITTLE ROCK RD	SUNSET BLVD	SUNSET BLVD	LITTLE ROCK RD	LITTLE ROCK RD	636	4	-0.27	4	0	0	0	0	4	2	0	2	0	0	0	0	0	4	1	0	1	0
STANFORD RANCH RD & COBBLESTONE DR	STANFORD RANCH RD	STANFORD RANCH RD	COBBLESTONE DR	COBBLESTONE DR	782	4	-0.27	4	0	0	0	0	4	1	0	1	0	1	0	0	0	3	1	0	1	1
FARRIER RD & PARK DR	FARRIER RD	FARRIER RD	PARK DR	PARK DR	862	4	-0.27	9	0	0	0	1	3	1	0	1	0	1	0	0	1	1	0	2	2	1
STANFORD RANCH RD & VICTORY LN	STANFORD RANCH RD	STANFORD RANCH RD	VICTORY LN	VICTORY LN	1011	4	-0.27	14	0	0	1	0	3	2	0	1	0	1	0	0	0	4	0	0	0	0
DARBY RD & STANFORD RANCH RD	DARBY RD	DARBY RD	STANFORD RANCH RD	STANFORD RANCH RD	1049	4	-0.27	4	0	0	0	0	4	2	1	0	0	0	0	1	0	1	0	1	2	0
WEST OAKS BLVD & W STANFORD RANCH RD	WEST OAKS BLVD	WEST OAKS BLVD	W STANFORD RANCH RD	W STANFORD RANCH RD	1101	4	-0.27	9	0	0	0	1	3	3	0	0	0	1	0	0	0	2	1	0	0	1
CORONADO WAY & SUNSET BLVD	CORONADO WAY	CORONADO WAY	SUNSET BLVD	SUNSET BLVD	401	3	-0.30	3	0	0	0	0	3	1	0	2	0	0	0	0	0	3	0	0	2	0
BLUE OAKS BLVD & VAN BUREN WAY	BLUE OAKS BLVD	BLUE OAKS BLVD	VAN BUREN WAY	VAN BUREN WAY	549	3	-0.29	3	0	0	0	0	3	1	0	2	0	0	0	0	0	3	0	0	1	1
WILDCAT BLVD & IROQUOIS RD	WILDCAT BLVD	WILDCAT BLVD	IROQUOIS RD	IROQUOIS RD	1095	3	-0.29	3	0	0	0	0	3	1	0	1	0	0	0	1	0	2	0	0	0	0
SPRING CREEK DR & WHITNEY RANCH PKWY	SPRING CREEK DR	SPRING CREEK DR	WHITNEY RANCH PKWY	WHITNEY RANCH PKWY	1371	3	-0.29	3	0	0	0	0	3	0	1	2	0	0	0	0	0	2	0	0	0	1
WILDCAT BLVD & W RANCH VIEW DR	WILDCAT BLVD	WILDCAT BLVD	W RANCH VIEW DR	W RANCH VIEW DR	1438	3	-0.29	3	0	0	0	0	3	1	0	1	1	0	0	0	0	2	0	0	2	0
SR-65 NORTHBOUND RAMPS & SUNSET BLVD	SR-65 NORTHBOUND RAMPS	HWY 65 OFF N	SUNSET BLVD	SUNSET BLVD	522	2	-0.31	2	0	0	0	0	2	0	0	1	0	1	0	0	0	2	0	0	0	0
W LONETREE BLVD & ATHERTON RD	W LONETREE BLVD	W LONETREE BLVD	ATHERTON RD	ATHERTON RD	980	2	-0.33	2	0	0	0	0	2	0	0	0	1	0	0	0	1	1	0	0	0	0
BLAYDON RD & PARK DR	BLAYDON RD	BLAYDON RD	PARK DR	PARK DR	1135	2	-0.32	12	0	0	1	0	1	0	0	0	0	1	0	1	0	1	0	0	0	1
WILDCAT BLVD & HIGH SCHOOL ENTRANCE S	WILDCAT BLVD	WILDCAT BLVD	HIGH SCHOOL ENTRANCE S	HIGH SCHOOL ENTRANCE	1500	2	-0.33	2	0	0	0	0	2	0	0	1	0	1	0	0	0	2	0	0	0	0
WILDCAT BLVD & HIGH SCHOOL ENTRANCE N	WILDCAT BLVD	WILDCAT BLVD	HIGH SCHOOL ENTRANCE N	HIGH SCHOOL ENTRANCE	1501	2	-0.33	2	0	0	0	0	2	0	0	1	0	0	0	0	0	2	0	0	0	2
WHITNEY RANCH PKWY & CAVIATTA WAY	WHITNEY RANCH PKWY	WHITNEY RANCH PKWY	CAVIATTA WAY	CAVIATTA WAY	1502	2	-0.33	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0
BLUE OAKS BLVD & MARKET PLACE	BLUE OAKS BLVD	BLUE OAKS BLVD	MARKET PLACE	MARKET PLACE	1504	2	-0.33	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0
SIERRA COLLEGE BLVD & STADIUM ENTRANCE	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	STADIUM ENTRANCE	STADIUM ENTRANCE	1506	2	-0.33	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Unsignalized Intersections																										
STANFORD RANCH RD & CREST DR	STANFORD RANCH RD	STANFORD RANCH RD	CREST DR	CREST DR	868	18	0.34	187	0	1	0	1	16	11	0	1	2	2	0	0	2	7	0	1	4	2
SCHRIBER WAY & BASS PRO DR	SCHRIBER WAY	SIERRA COLLEGE BLVD	BASS PRO DR	SCHRIBER WAY	615	15	1.43	20	0	0	0	1	14	10	1	1	0	0	0	0	1	3	0	0	1	0
AUTUMN CROSSING LN & ROCKLIN RD	AUTUMN CROSSING LN	AUTUMN CROSSING LN	ROCKLIN RD	ROCKLIN RD	381	14	0.30	14	0	0	0	0	14	2	5	2	0	5	0	0	0	4	0	3	2	2
SUNSET BLVD & 3111 SUNSET BLVD	SUNSET BLVD	SUNSET BLVD	3111 SUNSET BLVD	SUNSET BLVD	270	9	0.07	14	0	0	0	1	8	1	0	5	0	3	0	0	0	5	3	0	4	2
PARK DR & ARNOLD DR	PARK DR	PARK DR	ARNOLD DR	ARNOLD DR	719	8	0.12	13	0	0	0	1	7	5	1	0	0	0	2	0	0	1	0	0	3	0
PACIFIC ST & CEDAR ST	PACIFIC ST	PACIFIC ST	CEDAR ST	CEDAR ST	480	7	0.06	7	0	0	0	0	7	1	1	2	0	3	0	0	0	3	0	0	4	1
SUNSET BLVD & SUNSET ST APTS DWY	SUNSET BLVD	SUNSET BLVD	SUNSET ST APTS DWY	SUNSET BLVD	217	6	0.02	16	0	0	1	0	5	1	0	4	0	1	0	0	0	4	0	1	1	0
WHITNEY BLVD & ARGONAUT AVE	WHITNEY BLVD	WHITNEY BLVD	ARGONAUT AVE	ARGONAUT AVE	568	6	0.14	6	0	0	0	0	6	4	0	2	0	0	0	0	0	3	0	1	0	1
BREEN DR & STANFORD RANCH RD	BREEN DR	BREEN DR	STANFORD RANCH RD	STANFORD RANCH RD	1034	6	0.10	6	0	0	0	0	6	4	0	0	0	0	1	0	0	1	0	1	2	1
WHITNEY OAKS DR & PARK DR	WHITNEY OAKS DR	WHITNEY OAKS DR	PARK DR	PARK DR	1143	6	0.06	11	0	0	0	1	5	3	0	1	0	2	0	0	0	2	1	1	4	1
VINE CIR W & SUNSET BLVD	VINE CIR W	VINE CIR W	SUNSET BLVD	SUNSET BLVD	0	6	0.04	6	0	0	0	0	6	0	1	3	0	1	1	0	0	4	0	0	2	1
PACIFIC ST & RUHKALA RD	PACIFIC ST	PACIFIC ST	RUHKALA RD	C ST	315	5	0.03	5	0	0	0	0	5	1	1	3	0	0	0	0	0	3	0	0	0	0
MIDAS AVE & 3RD ST	MIDAS AVE	MIDAS AVE	3RD ST	3RD ST	534	5	0.10	10	0	0	0	1	4	0	0	2	0	1	0	0	1	3	0	0	2	3
WHITNEY BLVD & MIDAS AVE	WHITNEY BLVD	WHITNEY BLVD	MIDAS AVE	MIDAS AVE	582	5	0.10	5	0	0	0	0	5	1	1	1	0	1	0	0	1	1	0	2	1	0
BLUE OAKS BLVD & HANNAH WAY	BLUE OAKS BLVD	BLUE OAKS BLVD	HANNAH WAY	HANNAH WAY	861	5	0.00	15	0	0	1	0	4	2	0	0	0	1	1	0	0	0	0	1	1	0
DELTA DR & STANFORD RANCH RD	DELTA DR	DELTA DR	STANFORD RANCH RD	STANFORD RANCH RD	1003	5	0.17	169	0	1	0	0	4	1	0	1	0	3	0	0	0	2	0	0	1	1
LINCOLN AVE & FAIRWAY DR	LINCOLN AVE	LINCOLN AVE	FAIRWAY DR	FAIRWAY DR	180	4	0.09	4	0	0	0	0	4	3	0	0	0	0	0	0	0	2	0	0	1	2
PACIFIC ST & BUSH ST	PACIFIC ST	PACIFIC ST	BUSH ST	BUSH ST	375	4	0.00	4	0	0	0	0	4	0	0	2	0	2	0	0	0	4	1	0	0	1
PACIFIC ST & PINE ST	PACIFIC ST	PACIFIC ST	PINE ST	PINE ST	463	4	0.00	4	0	0	0	0	4	0	1	1	0	1	0	0	0	1	1	0	1	0
2ND ST & MIDAS AVE	2ND ST	2ND ST	MIDAS AVE	MIDAS AVE	499	4	0.07	14	0	0	1	0	3	0	0	1	0	3	0	0	0	2	0	1	1	3
GRANITE DR & GENTRY WAY	GRANITE DR	GRANITE DR	GENTRY WAY	GENTRY WAY	596	4	0.05	9	0	0	0	1	3	0	0	0	2	2	0	0	0	1	0	0	0	2
SIERRA COLLEGE BLVD & BRACE RD	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	BRACE RD	BRACE RD	895	4	-0.02	4	0	0	0	0	4	1	0	2	0	1	0	0	0	4	0	0	1	1
PARK DR & VILLA SERENA CIR	PARK DR	PARK DR	VILLA SERENA CIR	VILLA SERENA CIR	1000	4	0.03	4	0	0	0	0	4	0	0	0	0	4	0	0	0	3	0	0	2	3
SPRINGVIEW DR & HEARTHSTONE CIR	SPRINGVIEW DR	SPRINGVIEW DR	HEARTHSTONE CIR	SPRINGVIEW DR	52	3	0.14	3	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0
PLACER WEST DR & SPRINGVIEW DR	PLACER WEST DR	PLACER WEST DR	SPRINGVIEW DR	WOODSTREAM LN	61	3	0.14	167	1	0	0	0	2	1	2	0	0	0	0	0	0	1	0	0	2	0
S WHITNEY BLVD & ZION CT	S WHITNEY BLVD	S WHITNEY BLVD	ZION CT	ZION CT	274	3	0.06	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	1	0
3RD ST & WILLARD WAY	3RD ST	3RD ST	WILLARD WAY	WILLARD WAY	324	3	0.07	13	0	0	1	0	2	0	1	1	0	0	0	1	0	2	1	0	0	0
WHITNEY BLVD & PARAGON CT	WHITNEY BLVD	WHITNEY BLVD	PARAGON CT	PARAGON CT	354	3	0.02	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	1	0
3RD ST & FARRON ST	3RD ST	3RD ST	FARRON ST	FARRON ST	369	3	0.12	3	0	0	0	0	3	0	1	1	0	1	0	0	0	2	0	0	1	0

Legend				
Fatal/Serious Injury Collisions		LCCR Differential		Probably of Collision Type Exceeding Threshold Proportion
	> 1 KSI Collision	> 1.0		90-100%
	= 1 KSI Collision	0.33 - 1.0		80-90%
		0.0 - 0.33		70-80%

Intersection	Cross Street 1	Cross Street 1_Original	Cross Street 2	Cross Street 2_Original	ET_ID	Crashes	Local CCR Differential[1]	Equivalent Property Damage Only	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
TOPAZ AVE & LODESTAR ST	TOPAZ AVE	TOPAZ AVE	LODESTAR ST	LODESTAR ST	413	3	0.13	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	1	0
SAN FRANCISCO ST & ROCKLIN RD	SAN FRANCISCO ST	SAN FRANCISCO ST	ROCKLIN RD	ROCKLIN RD	416	3	-0.01	3	0	0	0	0	3	2	0	1	0	0	0	0	0	1	0	0	0	1
WHITNEY BLVD & FARRON ST	WHITNEY BLVD	WHITNEY BLVD	FARRON ST	FARRON ST	420	3	0.03	3	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	1
FAIRWAY DR & MARLEE WAY	FAIRWAY DR	FAIRWAY DR	MARLEE WAY	MARLEE WAY	429	3	0.02	3	0	0	0	0	3	0	1	1	0	1	0	0	0	1	0	0	1	0
SUNSET BLVD & BEACHCOMBER DR	SUNSET BLVD	SUNSET BLVD	BEACHCOMBER DR	BEACHCOMBER	478	3	-0.01	167	0	1	0	0	2	0	1	2	0	0	0	0	0	2	0	0	1	0
CIRCUIT DR & PACIFIC ST	CIRCUIT DR	CIRCUIT DR	PACIFIC ST	PACIFIC ST	624	3	-0.02	8	0	0	0	1	2	1	0	1	0	1	0	0	0	1	0	1	2	1
MIDAS AVE & ARGONAUT AVE	MIDAS AVE	MIDAS AVE	ARGONAUT AVE	ARGONAUT AVE	625	3	0.03	3	0	0	0	0	3	0	1	1	1	0	0	0	0	2	0	0	1	0
BLUE OAKS BLVD & SONORA PASS WAY	BLUE OAKS BLVD	BLUE OAKS BLVD	SONORA PASS WAY	SONORA PASS WAY	667	3	-0.03	3	0	0	0	0	3	0	0	1	0	2	0	0	0	2	0	0	0	0
MIDAS AVE & MOUNTAIN VIEW DR	MIDAS AVE	MIDAS AVE	MOUNTAIN VIEW DR	MOUNTAIN VIEW DR	683	3	0.13	3	0	0	0	0	3	0	0	2	0	1	0	0	0	1	0	0	2	0
WHITNEY BLVD & SAND ST	WHITNEY BLVD	WHITNEY BLVD	SAND ST	SAND ST	785	3	0.02	13	0	0	1	0	2	0	0	2	0	0	0	1	0	2	0	0	0	0
SUNSET BLVD & MERIDIAN WAY	SUNSET BLVD	SUNSET BLVD	MERIDIAN WAY	SUNSET BLVD	930	3	-0.01	3	0	0	0	0	3	0	1	2	0	0	0	0	0	2	0	0	1	0
CREST DR & PARK DR	CREST DR	CREST DR	PARK DR	PARK DR	1126	3	0.00	3	0	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	3	2
PLEASANT CREEK DR & PARK DR	PLEASANT CREEK DR	PLEASANT CREEK DR	PARK DR	PARK DR	1496	3	0.11	3	0	0	0	0	3	0	0	0	0	3	0	0	0	1	0	2	3	1
SPRINGVIEW DR & WOODSTREAM LN	SPRINGVIEW DR	SPRINGVIEW DR	WOODSTREAM LN	WOODSTREAM LN	59	2	0.01	2	0	0	0	0	2	0	1	1	0	0	0	0	0	1	0	0	1	0
WESTWOOD DR & HICKORY WAY	WESTWOOD DR	WESTWOOD DR	HICKORY WAY	HICKORY WAY	93	2	0.06	2	0	0	0	0	2	0	0	1	0	1	0	0	0	1	0	0	0	0
TWIN CREEKS LN & MEADOWDALE CT	TWIN CREEKS LN	TWIN CREEKS LN	MEADOWDALE CT	MEADOWDALE CT	103	2	0.06	2	0	0	0	0	2	0	0	1	0	1	0	0	0	1	0	0	2	0
SEQUOIA CT & WOODSIDE DR	SEQUOIA CT	SEQUOIA CT	WOODSIDE DR	WOODSIDE DR	107	2	0.11	2	0	0	0	0	2	1	0	0	0	1	0	0	0	1	0	0	1	1
SUNSET BLVD & WOODSIDE DR	SUNSET BLVD	SUNSET BLVD	WOODSIDE DR	WOODSIDE DR	143	2	0.12	2	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	1	0
SPRINGVIEW DR & S WHITNEY BLVD	SPRINGVIEW DR	SPRINGVIEW DR	S WHITNEY BLVD	S WHITNEY BLVD	171	2	-0.01	2	0	0	0	0	2	0	0	1	0	1	0	0	0	2	0	0	1	1
SPRINGVIEW DR & ALLAN DR	SPRINGVIEW DR	SPRINGVIEW DR	ALLAN DR	ALLAN DR	212	2	-0.01	7	0	0	0	1	1	1	0	1	0	0	0	0	0	2	0	0	0	0
MONTCLAIR CIR & EL DON DR	MONTCLAIR CIR	MONTCLAIR CIR	EL DON DR	EL DON DR	242	2	0.07	2	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0
CASA GRANDE AVE & MUIR CT	CASA GRANDE AVE	CASA GRANDE AVE	MUIR CT	MUIR CT	260	2	0.15	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0
CHALMETTE CT & PINNACLES DR	CHALMETTE CT	CHALMETTE CT	PINNACLES DR	PINNACLES DR	304	2	0.06	2	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	1	1	0
SIERRA COLLEGE BLVD & COBBLE CREEK CIR	SIERRA COLLEGE BLVD	COBBLE CREEK CIR	COBBLE CREEK CIR	COBBLE CREEK CIR	310	2	0.06	7	0	0	0	1	1	0	1	0	0	0	1	0	0	2	0	0	0	0
GROVE ST & PINE ST	GROVE ST	GROVE ST	PINE ST	PINE ST	434	2	-0.04	2	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	1	0	0
GROVE ST & E MIDAS AVE	GROVE ST	GROVE ST	E MIDAS AVE	E MIDAS AVE	459	2	-0.04	2	0	0	0	0	2	0	1	0	0	1	0	0	0	1	0	0	1	1
5TH ST & ROCKLIN RD	5TH ST	5TH ST	ROCKLIN RD	ROCKLIN RD	462	2	0.07	2	0	0	0	0	2	0	1	0	0	1	0	0	0	1	0	0	2	0
RAILROAD ALLEY E AVE & CEDAR ST	RAILROAD ALLEY E AVE	RAILROAD ALLEY E AVE	CEDAR ST	RAILROAD AVE	492	2	0.06	2	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0
LONETREE BLVD & SANDHILL DR	LONETREE BLVD	LONETREE BLVD	SANDHILL DR	SANDHILL DR	524	2	-0.04	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
WARREN DR & BONNEVILLE CIR	WARREN DR	WARREN DR	BONNEVILLE CIR	BONNEVILLE CIR	557	2	-0.03	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
MIDAS AVE & 5TH ST	MIDAS AVE	MIDAS AVE	5TH ST	5TH ST	569	2	-0.02	2	0	0	0	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0
MIDAS AVE & NATHAN CT	MIDAS AVE	MIDAS AVE	NATHAN CT	NATHAN CT	597	2	-0.02	2	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0
SUNSET BLVD & HENDRY CIR	SUNSET BLVD	SUNSET BLVD	HENDRY CIR	HENDRY CIR	750	2	-0.04	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	2
BLUE OAKS BLVD & WESTMEATH WAY	BLUE OAKS BLVD	BLUE OAKS BLVD	WESTMEATH WAY	WESTMEATH WAY	766	2	-0.04	2	0	0	0	0	2	1	0	0	0	1	0	0	0	2	0	0	0	0
KING ELDER CT & SANDHILL DR	KING ELDER CT	KING ELDER CT	SANDHILL DR	SANDHILL DR	802	2	0.06	2	0	0	0	0	2	0	1	1	0	0	0	0	0	2	0	0	0	0
SILVER PEAK LN & SILVER PEAK CT	SILVER PEAK LN	SILVER PEAK LN	SILVER PEAK CT	SILVER PEAK LN	957	2	0.06	2	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	1	0
WEST OAKS BLVD & HARVEST RD	WEST OAKS BLVD	WEST OAKS BLVD	HARVEST RD	HARVEST RD	1059	2	-0.01	2	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0
WILDCAT BLVD & SYRACUSE DR	WILDCAT BLVD	WILDCAT BLVD	SYRACUSE DR	SYRACUSE DR	1244	2	-0.02	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0
BRADFORD DR & WYCKFORD BLVD	BRADFORD DR	WYCKFORD CT	WYCKFORD BLVD	WYCKFORD BLVD	1249	2	-0.04	7	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
SORRELL CIR & BRIDLEWOOD DR	SORRELL CIR	SORRELL CIR	BRIDLEWOOD DR	BRIDLEWOOD DR	1253	2	0.04	2	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	1	0
WILDCAT BLVD & SPOTTED PONY CT	WILDCAT BLVD	WILDCAT BLVD	SPOTTED PONY CT	SPOTTED PONY CT	1275	2	0.06	2	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	1
WHITNEY OAKS DR & PYRAMID CT	WHITNEY OAKS DR	WHITNEY OAKS DR	PYRAMID CT	PYRAMID CT	1288	2	0.00	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	1	0
UNIVERSITY AVE & WHITNEY RANCH PKWY	UNIVERSITY AVE	UNIVERSITY AVE	WHITNEY RANCH PKWY	WHITNEY RANCH PKWY	1294	2	-0.02	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	2	1
WILDCAT BLVD & ARROYO SIERRA WAY	WILDCAT BLVD	WILDCAT BLVD	ARROYO SIERRA WAY	ARROYO SIERRA WAY	1320	2	-0.02	2	0	0	0	0	2	0	0	1	0	1	0	0	0	1	0	0	1	0
SPRING CREEK DR & RED SETTER RD	SPRING CREEK DR	SPRING CREEK DR	RED SETTER RD	RED SETTER RD	1348	2	-0.02	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	1	0
WHITNEY OAKS DR & WHITNEY RANCH PKWY	WHITNEY OAKS DR	WHITNEY OAKS DR	WHITNEY RANCH PKWY	WHITNEY RANCH PKWY	1497	2	0.00	2	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	1	2	0
SIERRA COLLEGE BLVD & CAVITT RANCH	SIERRA COLLEGE BLVD	SIERRA COLLEGE BLVD	CAVITT RANCH	CAVITT RANCH	0	2	-0.04	2	0	0	0	0	2	0	1	1	0	0	0	0	0	2	0	0	0	0

Legend				
Fatal/Serious Injury Collisions		LCCR Differential		Probably of Collision Type Exceeding Threshold Proportion
	> 1 KSI Collision	> 1.0		90-100%
	= 1 KSI Collision	0.33 - 1.0		80-90%
		0.0 - 0.33		70-80%

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APPENDIX C

SEGMENT NETWORK SCREENING RESULTS

Appendix C. Segment Network Screening Results

Facility	Cross Street 1	Cross Street 1	Cross Street 1_Original	Crashes	Local CCR Differential[1]	Equivalent Property Damage Only	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Major Arterial																								
SIERRA COLLEGE BLVD	BASS PRO DR	ROCKLIN RD	ROCKLIN RD	9	-0.05	109	0	0	4	10	5	7	1	5	0	2	1	1	2	4	0	0	2	3
SUNSET BLVD	3111 SUNSET BLVD	SPRINGVIEW DR	SPRINGVIEW DR	6	0.09	46	0	0	1	5	5	4	0	5	1	1	0	0	0	4	0	2	0	5
SUNSET BLVD	CORONADO WAY	WHITNEY BLVD		5	-0.02	38	0	0	2	2	4	5	2	1	0	0	0	0	0	1	0	0	1	3
SUNSET BLVD	ATHERTON RD	LONETREE BLVD		5	-0.12	22	0	0	0	3	4	0	0	4	0	3	0	0	0	3	1	2	0	2
SUNSET BLVD	FAIRWAY DR	CORONADO WAY	CORONADO WAY	4	-0.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUNSET BLVD	STANFORD RANCH RD	BEACHCOMBER DR	BEACHCOMBER	4	0.04	181	0	1	0	2	4	6	0	1	0	0	0	0	0	0	0	0	0	4
SIERRA COLLEGE BLVD	RIDGE PARK DR	NIGHTWATCH DR	NIGHTWATCH DR	3	-0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUNSET BLVD	SUNSET ST APTS DWY	PACIFIC ST	PACIFIC ST	3	-0.25	21	0	0	0	3	3	0	1	3	0	2	0	0	0	3	0	0	0	2
SUNSET BLVD	BEACHCOMBER DR	FAIRWAY DR	SUNSET BLVD	3	-0.06	189	0	1	2	0	3	3	1	1	0	1	0	0	0	1	0	1	1	2
SIERRA COLLEGE BLVD	I-80 WESTBOUND RAMPS	I-80 EASTBOUND RAMPS	SIERRA COLLEGE OFF E	3	-0.14	185	0	1	0	3	2	0	2	0	1	2	1	0	0	1	0	1	1	1
SUNSET BLVD	WEST OAKS BLVD	MERIDIAN WAY	SUNSET BLVD	3	-0.15	20	0	0	1	1	3	1	2	0	0	2	0	0	0	0	0	2	0	0
SUNSET BLVD	WHITNEY BLVD	3111 SUNSET BLVD	SUNSET BLVD	2	-0.30	14	0	0	1	0	3	1	1	1	0	1	0	0	0	1	0	1	0	1
SUNSET BLVD	PARK DR	HENDRY CIR	HENDRY CIR	2	-0.28	24	0	0	1	2	1	1	0	1	2	0	0	0	0	0	0	1	0	2
SUNSET BLVD	BLUE OAKS BLVD	VINE CIR	VINE CIR	2	-0.31	19	0	0	1	1	2	1	1	1	0	1	0	0	0	0	0	0	0	0
Minor Arterial																								
ROCKLIN RD	AGUILAR RD	EL DON DR		24	1.38	24	0	0	0	0	24	2	1	19	0	1	0	0	1	0	22	0	0	2
PACIFIC ST	SUNSET BLVD	WOODSIDE DR	WOODSIDE DR	19	0.68	43	0	0	2	1	16	2	3	6	0	8	0	0	0	0	11	2	4	7
PACIFIC ST	FARRON ST	SUNSET BLVD	SUNSET BLVD	13	0.47	13	0	0	0	0	13	4	2	2	0	4	0	0	1	0	2	1	0	2
PACIFIC ST	PLUMBER WAY	WOODSIDE DR	WOODSIDE DR	10	0.22	20	0	0	1	0	9	0	1	7	0	2	0	0	0	0	6	1	1	2
STANFORD RANCH RD	STONEY RD	SUNSET BLVD	STANFORD RANCH RD	6	0.12	11	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0
PACIFIC ST	DELMAR AVE	SIERRA MEADOWS DR	SIERRA MEADOWS DR	5	0.10	5	0	0	0	0	5	0	0	3	1	1	0	0	0	0	3	0	0	1
WEST OAKS BLVD	JERSEY DR	SUNSET BLVD	SUNSET BLVD	5	0.33	10	0	0	0	1	4	1	0	2	0	2	0	0	0	0	2	0	0	1
WILDCAT BLVD	W RANCH VIEW DR	WHITNEY RANCH PKWY	WHITNEY RANCH PKWY	5	0.05	10	0	0	0	1	4	0	0	3	0	2	0	0	0	0	4	0	0	0
STANFORD RANCH RD	VICTORY LN	CREST DR	CREST DR	3	-0.20	3	0	0	0	0	3	1	0	0	1	1	0	0	0	0	1	0	0	1
ROCKLIN RD	I-80 WESTBOUND RAMPS	I-80 EASTBOUND RAMPS	ROCKLIN ON W	2	-0.24	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0
ROCKLIN RD	HAVENHURST CIR	EL DON DR		2	-0.23	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0
ROCKLIN RD	ROCKLIN ON W	CREEKSIDE DR	CREEKSIDE DR	2	-0.25	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
LONETREE BLVD	BLUE OAKS BLVD	GRAND CANYON DR	GRAND CANYON DR	2	-0.26	7	0	0	0	1	1	1	0	1	0	0	0	0	0	0	1	1	0	1
LONETREE BLVD	GRAND CANYON DR	REDWOOD DR	REDWOOD DR	2	-0.25	166	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1
PARK DR	SUNSET BLVD	CANARY DR	PARK DR	2	-0.22	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Collector																								
GRANITE DR	SIERRA MEADOWS DR	WARD LN	GRANITE DR	3	0.41	18	0	0	0	3	0	1	0	1	1	0	0	0	0	0	1	0	0	0
GRANITE DR	SIERRA COLLEGE BLVD	DOVETAIL DR	GRANITE DR	3	0.25	3	0	0	0	0	3	0	1	0	0	1	0	0	0	1	1	0	1	0
MIDAS AVE	PACIFIC ST	2ND ST	2ND ST	2	0.18	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	1	1
GRANITE DR	WARREN DR	MAZANITA DR	GRANITE DR	2	-0.04	2	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0
GRANITE DR	GENTRY WAY	BONNEVILLE CIR	BONNEVILLE CIR	2	0.06	7	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1
Local																								
TOPAZ AVE	RUBY CT	MORGAN CT	LODESTAR ST	3	2.11	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	1
WINDING LN	LOST AVE	GROVE ST		2	0.73	2	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0
PEBBLE CREEK DR	GOLD CIR	SUNSET BLVD	PEBBLE CREEK DR	2	1.83	2	0	0	0	0	2	1	0	1	0	0	0	0	0	0	1	1	0	0

Legend				
Fatal/Serious Injury Collisions		LOCR Differential		Probably of Collision Type Exceeding Threshold Proportion
	> 1 KSI Collision		> 1.0	90-100%
	= 1 KSI Collision		0.33 - 1.0	80-90%
			0.0 - 0.33	70-80%

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APPENDIX D

PROJECT SHEETS

Rocklin Local Road Safety Plan

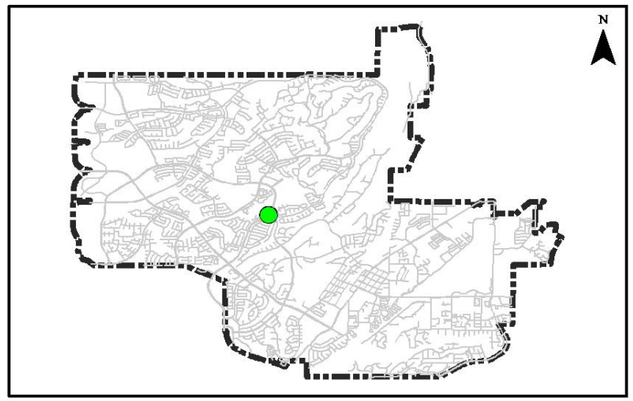
Project Description for Intersection Improvements

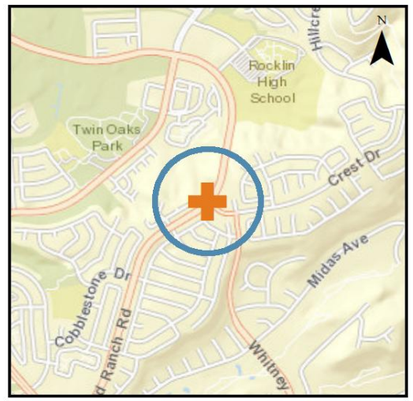
Unsignalized Intersection

Location Description

Project Name: Stanford Ranch Road & Crest Drive
Agency Name: City of Rocklin
Contact Name: Nartker, Justin
E-mail: justin.nartker@rocklin.ca.us

Road: **Stanford Ranch Road**
Road: **Crest Drive**





Total Crashes	18
Local CCR Differential	0.34
Equivalent Property Damage Only	187
Fatal	0
Serious Injury	1
Other Visible Injury	0
Complaint of Pain	1
PDO	16
Crash Type	
Broadside	11
Sideswipe	0
Rear End	1
Head On	2
Hit Object	2
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	2
Contributing Factors	
Aggressive	7
Distracted	0
Impaired	1
Crash Conditions	
Dark	4
Wet	2

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Per Unit	All	Advanced Stop Controlled Intersection Ahead Flashing LED warning signs	Install flashing beacons as advance warning (NS.I.)	S02	S02	10	0.7	FATAL	0	0	0.00	$ -	$ 1,130,220	2	$30,000	37.7
								SERIOUS	1	0.3	0.60	$ 954,000				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.3	0.60	$ 48,540				
								PDO	16	4.8	9.60	$ 127,680				
1 strip per stop sign	All	Install Retroreflective Strips	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	R22	10	0.85	FATAL	0	0	0.00	$ -	$ 565,110	3	$2,250	251.2
								SERIOUS	1	0.15	0.30	$ 477,000				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.15	0.30	$ 24,270				
								PDO	16	2.4	4.80	$ 63,840				
	All	Install/upgrade intersection warning signage	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	0	NS06	10	0.85	FATAL	0	0	0.00	$ -	$ 565,110	3	$1,350	418.6
								SERIOUS	1	0.15	0.30	$ 477,000				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.15	0.30	$ 24,270				
								PDO	16	2.4	4.80	$ 63,840				
Per Unit	All	Install intersection lighting	Install intersection lighting	NS01	NS01	20	0.6	FATAL	0	0	0.00	$ -	$ 1,506,960	3	$45,000	33.5
								SERIOUS	1	0.4	0.80	$ 1,272,000				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.4	0.80	$ 64,720				
								PDO	16	6.4	12.80	$ 170,240				
Per SQFT	Bike/Ped	High Visibility Crosswalks	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	NS21PB	NS21PB	20	0.65	FATAL	0	0	0.00	$ -	$ 65,940	300	$1,950	33.8
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.35	0.70	$ 56,630				
								PDO	1	0.35	0.70	$ 9,310				

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Rocklin Local Road Safety Plan

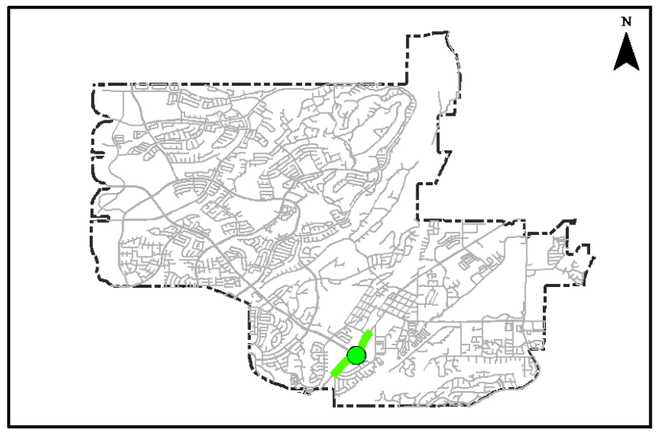
Project Description for Intersection Improvements

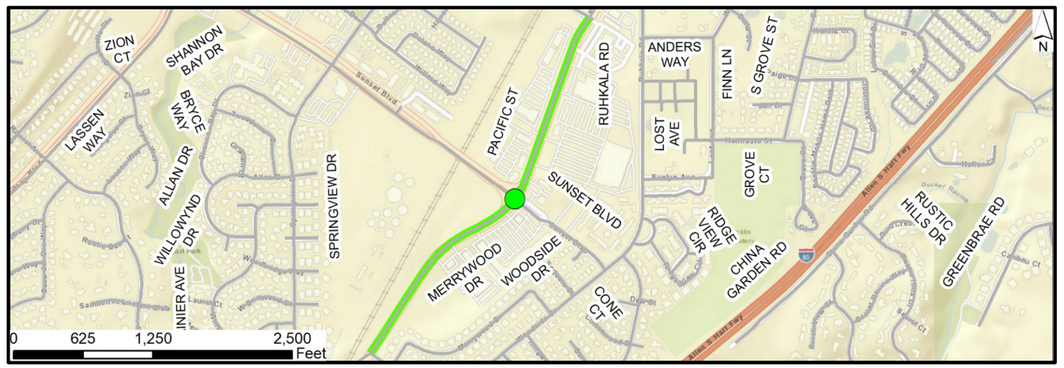
Location Description

Signalized Intersection and Road Segment

Project Name: Pacific Street between Woodside Drive and Farron Street
Agency Name: City of Rocklin
Contact Name: Nartker, Justin
E-mail: justin.nartker@rocklin.ca.us

Segment: Pacific Street between Woodside Drive and Farron Street





Total Crashes	85
Local CCR Differential	0.77
Equivalent Property Damage Only	1213
Fatal	0
Serious Injury	0
Other Visible Injury	4
Complaint of Pain	8
PDO	77
Crash Type	
Broadside	17
Sideswipe	9
Rear End	36
Head On	2
Hit Object	21
Overturned	0
Non-Motorist Crashes	
Pedestrian	2
Bicycle	1
Contributing Factors	
Aggressive	46
Distracted	7
Impaired	9
Crash Conditions	
Dark	30
Wet	11

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Cost given is per intersection	All	Install Retroreflective Backplates, install supplemental signal heads for northbound approach	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	S02	S02	10	0.85	FATAL	0	0	0.00	$ -	$ 338,401	1	$750	451.2
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	2	0.3	0.60	$ 85,381				
								COMPLAINT OF PAIN	5	0.75	1.50	$ 121,350				
								PDO	33	4.95	9.90	$ 131,670				
Cost given is per intersection	Bike and Pedestrian	Install Leading Pedestrian Interval (LPI)	Modify signal phasing to implement a LPI	S21PB	S21PB	10	0.4	FATAL	0	0	0.00	$ -	$ 97,080	1	$10,000	9.7
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.6	1.20	$ 97,080				
								PDO	0	0	0.00	$ -				
5' wide from Placer County General Plan. Assuming a 300 ft leadin to the intersection, for 2	Bike and Pedestrian	Green bike lane markings	Install Bike lanes	R32PB	R32PB	20	0.65	FATAL	0	0	0.00	$ -	$ 56,630	12,000	$78,000	0.7
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	1	0.35	0.70	$ 56,630				
								PDO	0	0	0.00	$ -				
Per Unit	Night	Install intersection lighting	Install intersection lighting	S01	S01	20	0.6	FATAL	0	0	0.00	$ -	$ 489,761	4	$60,000	8.2
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	1	0.4	0.80	$ 113,841				
								COMPLAINT OF PAIN	4	1.6	3.20	$ 258,880				
								PDO	11	4.4	8.80	$ 117,040				
Used data for cars along the curved portion of Pacific	All	Advanced Curve ahead warning signs	Install curve advance warning signs	R24	R24	10	0.75	FATAL	0	0	0.00	$ -	$ 224,651	4	$1,800	124.8
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	1	0.25	0.50	$ 71,151				
								COMPLAINT OF PAIN	1	0.25	0.50	$ 40,450				
								PDO	17	4.25	8.50	$ 113,050				
Used data for cars along the curved portion of Pacific	All	Advanced Curve ahead warning sign with flashing beacon	Install curve advance warning signs (flashing beacon)	R25	R25	10	0.7	FATAL	0	0	0.00	$ -	$ 1,120,252	2	$30,000	37.3
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	1	1	2.00	$ 284,602				
								COMPLAINT OF PAIN	1	2	4.00	$ 323,600				
								PDO	17	19.25	38.50	$ 512,050				

Continued on following page

Kimley»Horn

Continued

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Used data for cars along the curve	All	Speed control	Install dynamic/variable speed warning signs	R26	R26	10	0.7	FATAL	0	0	0.00	$ -	$ 1,120,252	2	$62,000	18.1
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	1	1	2.00	$ 284,602				
								COMPLAINT OF PAIN	1	2	4.00	$ 323,600				
								PDO	17	19.25	38.50	$ 512,050				
From Woodside to Sunset	All	High friction surface treatment	High friction surface treatment	R21	R21	10	0.45	FATAL	0	0	0.00	$ -	$ 915,312	3,022	$346,860	2.6
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	2	1.1	2.20	$ 313,062				
								COMPLAINT OF PAIN	2	1.1	2.20	$ 177,980				
								PDO	29	15.95	31.90	$ 424,270				
Used data specifically for SB vehicles along Pacific	200 ft	extending SB solid stripe at merge, add raised delineators	Install delineators, reflectors and/or object markers	R27	R27	10	0.85	FATAL	0	0	0.00	$ -	$ 134,790	50 ft of 8'' striping 8 delineators	$1,055	127.8
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	1	0.15	0.30	$ 42,690				
								COMPLAINT OF PAIN	1	0.15	0.30	$ 24,270				
								PDO	17	2.55	5.10	$ 67,830				
Sunset/Farron Segment, per field visit observations	Night	add/enhance segment lighting	Add segment lighting	R01	R01	20	0.65	FATAL	0	0	0.00	$ -	$ 9,310	3	$45,000	0.2
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	1	0.35	0.70	$ 9,310				
Controlling Left turns onto Pacific from shopping center parking lot	All	Control left turns	Install raised median on approaches	NS14	NS15	20	0.75	FATAL	0	0	0.00	$ -	$ 26,600	77 CY	$31,889	0.8
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	4	1	2.00	$ 26,600				

Rocklin Local Road Safety Plan

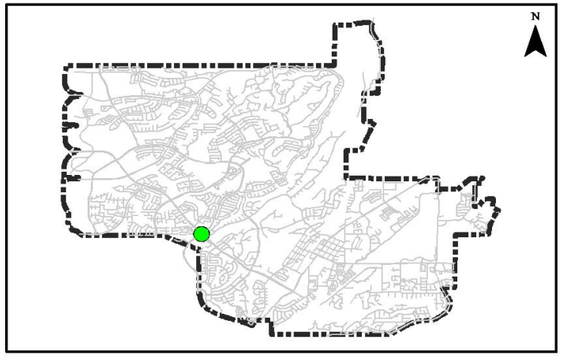
Project Description for Intersection Improvements

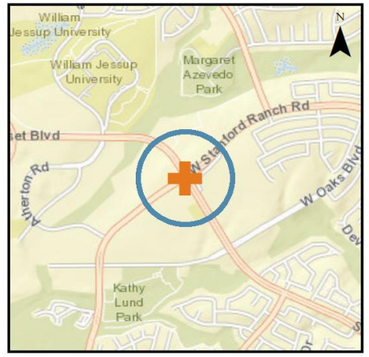
Project Name: Sunset Boulevard & Stanford Ranch Road
Agency Name: City of Rocklin
Contact Name: Nartker, Justin
E-mail: justin.nartker@rocklin.ca.us

Location Description

Road: **Sunset Boulevard**
Road: **Stanford Ranch Road**

Signalized Intersection





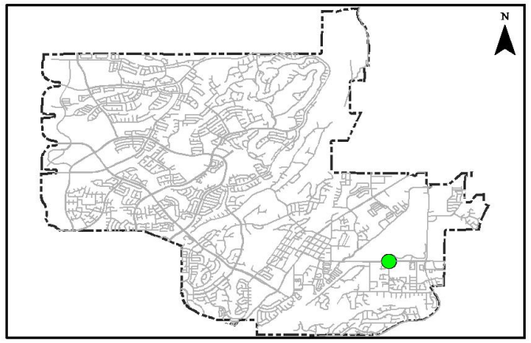
Total Crashes	38
Local CCR Differential	0.21
Equivalent Property Damage Only	217
Fatal	0
Serious Injury	1
Other Visible Injury	0
Complaint of Pain	3
PDO	34
Crash Type	
Broadside	10
Sideswipe	7
Rear End	13
Head On	3
Hit Object	4
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	0
Contributing Factors	
Aggressive	27
Distracted	1
Impaired	1
Crash Conditions	
Dark	15
Wet	3

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Cost given is per intersection	All	Install Retroreflective Backplates	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	S02	S02	10	0.85	FATAL	0	0.00	0.00	$ -	$ 685,470	1	$750	914.0
								SERIOUS	1	0.15	0.30	$ 477,000				
								OTHER VISIBLE	0	0.00	0.00	$ -				
								COMPLAINT OF PAIN	3	0.45	0.90	$ 72,810				
								PDO	34	5.10	10.20	$ 135,660				
Cost given is per intersection	Bike and Pedestrian	Install LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	S21PB	10	0.4	FATAL	0	0	0.00	$ -	$ 15,960	1	$10,000	1.6
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	1	0.6	1.20	$ 15,960				
5' wide from Placer County General Plan. Assuming a 250 ft leadin to the intersection, for 2	Bike and Pedestrian	Green bike lane markings	Install Bike lanes	R32PB	R32PB	20	0.65	FATAL	0	0	0.00	$ -	$ 9,310	10,000	$65,000	0.1
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	1	0.35	0.70	$ 9,310				
Cost given is per intersection	Night	Install intersection lighting	Install intersection lighting	S01	S01	20	0.6	FATAL	0	0	0.00	$ -	$ 1,529,120	4	$60,000	25.5
								SERIOUS	1	0.4	0.80	$ 1,272,000				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	2	0.8	1.60	$ 129,440				
								PDO	12	4.8	9.60	$ 127,680				
Cost given is per intersection	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	S04	10	0.6	FATAL	0	0.00	0.00	$ -	$ 1,827,920	1	$15,000	121.9
								SERIOUS	1	0.40	0.80	$ 1,272,000				
								OTHER VISIBLE	0	0.00	0.00	$ -				
								COMPLAINT OF PAIN	3	1.20	2.40	$ 194,160				
								PDO	34	13.60	27.20	$ 361,760				
Cost given is per intersection	Bike and Pedestrian	Ped Blackout crossing	Install pedestrian countdown signal heads	S17PB	S17PB	20	0.75	FATAL	0	0.00	0.00	$ -	$ 6,650	1	$15,000	0.4
								SERIOUS	0	0.00	0.00	$ -				
								OTHER VISIBLE	0	0.00	0.00	$ -				
								COMPLAINT OF PAIN	0	0.00	0.00	$ -				
								PDO	1	0.25	0.50	$ 6,650				

Rocklin Local Road Safety Plan

Project Description for Intersection Improvements

Project Name: El Don Drive & Rocklin Road
Agency Name: City of Rocklin
Contact Name: Nartker, Justin
E-mail: justin.nartker@rocklin.ca.us



Location Description

Road: **El Don Drive**
Road: **Rocklin Road**

Signalized Intersection

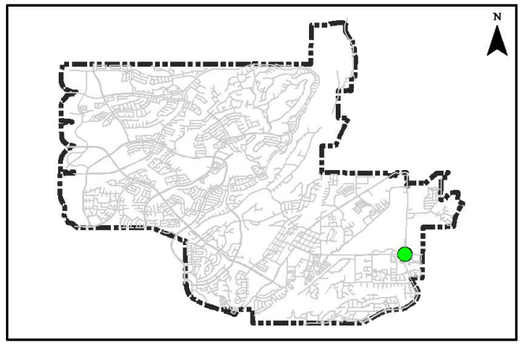
Total Crashes	34
Local CCR Differential	0.47
Equivalent Property Damage Only	222
Fatal	0
Serious Injury	1
Other Visible Injury	2
Complaint of Pain	1
PDO	30
Crash Type	
Broadside	5
Sideswipe	1
Rear End	26
Head On	0
Hit Object	1
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	29
Distracted	1
Impaired	2
Crash Conditions	
Dark	1
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Cost given is per intersection	All	Install Retroreflective Backplates	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	S02	S02	10	0.85	FATAL	0	0.00	0.00	$ -	$ 685,470	1	$750	914.0
								SERIOUS	1	0.15	0.30	$ 477,000				
								OTHER VISIBLE	0	0.00	0.00	$ -				
								COMPLAINT OF PAIN	3	0.45	0.90	$ 72,810				
								PDO	34	5.10	10.20	$ 135,660				
Cost given is per intersection	Bike and Pedestrian	Install LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	S21PB	10	0.4	FATAL	0	0	0.00	$ -	$ -	1	$10,000	0.0
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	0	0	0.00	$ -				
5' wide from Placer County General Plan. Assuming a 330 ft leadin to the intersection, for 2	Bike and Pedestrian	Green bike lane markings	Install Bike lanes	R32PB	R32PB	20	0.65	FATAL	0	0	0.00	$ -	$ -	13,200	$85,800	0.0
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	0	0	0.00	$ -				
Cost given is per intersection	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	S04	10	0.6	FATAL	0	0.00	0.00	$ -	$ 1,827,920	1	$15,000	121.9
								SERIOUS	1	0.40	0.80	$ 1,272,000				
								OTHER VISIBLE	0	0.00	0.00	$ -				
								COMPLAINT OF PAIN	3	1.20	2.40	$ 194,160				
								PDO	34	13.60	27.20	$ 361,760				
Coordination between this intersection and the one to the West	All	Signal Coordination along Rocklin Road	Improve signal timing (coordination, phases, red, yellow, or operation)	S03	S03	10	0.85	FATAL	1	0.15	0.30	$ 477,000	$ 973,921	2	$30,000	32.5
								SERIOUS	0	0.00	0.00	$ -				
								OTHER VISIBLE	4	0.60	1.20	$ 170,761				
								COMPLAINT OF PAIN	9	1.35	2.70	$ 218,430				
								PDO	27	4.05	8.10	$ 107,730				
	All	Speed control	Install dynamic/variable speed warning signs	R26	R26	10	0.7	FATAL	1	0.30	0.60	$ 954,000	$ 1,947,842	2	$62,000	31.4
								SERIOUS	0	0.00	0.00	$ -				
								OTHER VISIBLE	4	1.20	2.40	$ 341,522				
								COMPLAINT OF PAIN	9	2.70	5.40	$ 436,860				
								PDO	27	8.10	16.20	$ 215,460				

Rocklin Local Road Safety Plan

Project Description for Intersection Improvements

Project Name: Sierra College Boulevard & Rocklin Road
Agency Name: City of Rocklin
Contact Name: Nartker, Justin
E-mail: justin.nartker@rocklin.ca.us



Location Description

Road: **Sierra College Boulevard**
Road: **Rocklin Road**

Signalized Intersection

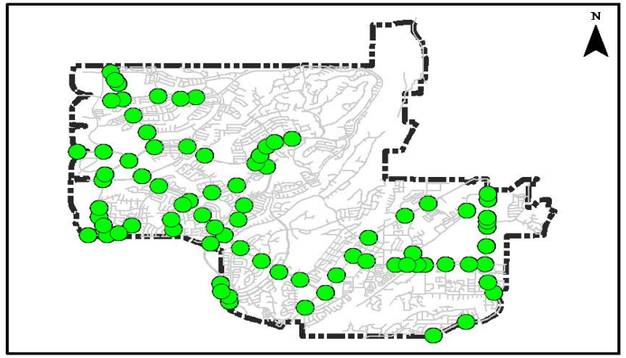
Total Crashes	28
Local CCR Differential	0.11
Equivalent Property Damage Only	58
Fatal	0
Serious Injury	0
Other Visible Injury	2
Complaint of Pain	2
PDO	24
Crash Type	
Broadside	6
Sideswipe	9
Rear End	6
Head On	4
Hit Object	2
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	10
Distracted	0
Impaired	3
Crash Conditions	
Dark	9
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Cost given is per intersection	All	Install Retroreflective Backplates	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	S02	S02	10	0.85	FATAL	0	0.00	0.00	$ -	$ 229,681	1	$750	306.2
								SERIOUS	0	0.00	0.00	$ -				
								OTHER VISIBLE	2	0.30	0.60	$ 85,381				
								COMPLAINT OF PAIN	2	0.30	0.60	$ 48,540				
								PDO	24	3.60	7.20	$ 95,760				
Cost given is per intersection	Bike and Pedestrian	Install LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	S21PB	10	0.4	FATAL	0	0	0.00	$ -	$ -	1	$10,000	0.0
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	0	0	0.00	$ -				
Caltrans cost code 800360	Bike and Pedestrian	Pedestrian median fencing	Install pedestrian median fencing on approaches	S13PB	S13PB	20	0.65	FATAL	0	0	0.00	$ -	$ -	960	$28,032	0.0
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	0	0	0.00	$ -				
								COMPLAINT OF PAIN	0	0	0.00	$ -				
								PDO	0	0	0.00	$ -				
Cost given is per intersection	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	S04	10	0.6	FATAL	0	0.00	0.00	$ -	$ 612,482	1	$15,000	40.8
								SERIOUS	0	0.00	0.00	$ -				
								OTHER VISIBLE	2	0.80	1.60	$ 227,682				
								COMPLAINT OF PAIN	2	0.80	1.60	$ 129,440				
								PDO	24	9.60	19.20	$ 255,360				
Coordination between this intersection and El Don-Rocklin	All	Signal Coordination along Rocklin Road	Improve signal timing (coordination, phases, red, yellow, or operation)	S03	S03	10	0.85	FATAL	0	0.00	0.00	$ -	$ 229,681	2	$30,000	7.7
								SERIOUS	0	0.00	0.00	$ -				
								OTHER VISIBLE	2	0.30	0.60	$ 85,381				
								COMPLAINT OF PAIN	2	0.30	0.60	$ 48,540				
								PDO	24	3.60	7.20	$ 95,760				

Rocklin Local Road Safety Plan

Project Description for Intersection Improvements

Project Name: Citywide
Agency Name: City of Rocklin
Contact Name: Nartker, Justin
E-mail: justin.nartker@rocklin.ca.us



Location Description

There are 80 Signalized Intersections

Citywide Signalized Intersections

Total Crashes	827
Local CCR Differential	N/A
Equivalent Property Damage Only	2101
Fatal	0
Serious Injury	4
Other Visible Injury	35
Complaint of Pain	55
PDO	733
Crash Type	
Broadside	259
Sideswipe	114
Rear End	277
Head On	39
Hit Object	84
Overturned	3
Non-Motorist Crashes	
Pedestrian	10
Bicycle	20
Contributing Factors	
Aggressive	496
Distracted	28
Impaired	68
Crash Conditions	
Dark	196
Wet	86

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	HSIP Analyzer #	Expected Life (Years)	CMF	NUMBER OF CRASHES (2015-2019)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	10-YEAR CRASH REDUCTION BENEFIT (2016 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2016 $)	NUMBER OF UNITS (SIGNS, MARKINGS, LF, ETC.)	HSIP COST ESTIMATE	BENEFIT/COST
Cost given is per intersection	All	Install Retroreflective Backplates	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	S02	S02	10	0.85	FATAL	0	0.00	0.00	$ -	$ 7,661,681	80	$60,000	127.7
								SERIOUS	4	0.60	1.20	$ 1,908,000				
								OTHER VISIBLE	35	5.25	10.50	$ 1,494,161				
								COMPLAINT OF PAIN	55	8.25	16.50	$ 1,334,850				
								PDO	733	109.95	219.90	$ 2,924,670				
Cost given is per intersection	Bike and Pedestrian	Install LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	S21PB	S21PB	10	0.4	FATAL	0	0	0.00	$ -	$ 557,761	80	$800,000	0.7
								SERIOUS	0	0	0.00	$ -				
								OTHER VISIBLE	1	0.6	1.20	$ 170,761				
								COMPLAINT OF PAIN	3	1.8	3.60	$ 291,240				
								PDO	6	3.6	7.20	$ 95,760				
Cost given is per intersection	All	Provide Advanced Dilemma Zone Detection for high speed approaches	Provide Advanced Dilemma Zone Detection for high speed approaches	S04	S04	10	0.6	FATAL	0	0.00	0.00	$ -	$ 20,431,148	80	$1,200,000	17.0
								SERIOUS	4	1.60	3.20	$ 5,088,000				
								OTHER VISIBLE	35	14.00	28.00	$ 3,984,428				
								COMPLAINT OF PAIN	55	22.00	44.00	$ 3,559,600				
								PDO	733	293.20	586.40	$ 7,799,120				
Cost given is per intersection	All	Signal Timing Coordination	Improve signal timing (coordination, phases, red, yellow, or operation)	S03	S03	10	0.85	FATAL	0	0.00	0.00	$ -	$ 7,661,681	80	$1,200,000	6.4
								SERIOUS	4	0.60	1.20	$ 1,908,000				
								OTHER VISIBLE	35	5.25	10.50	$ 1,494,161				
								COMPLAINT OF PAIN	55	8.25	16.50	$ 1,334,850				
								PDO	733	109.95	219.90	$ 2,924,670				