

CHAPTER ONE

INTRODUCTION

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1.1 Background

In accordance with Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5,¹ Shasta County has decided to partially recirculate the Knighton & Churn Creek Commons Retail Center Draft Environmental Impact Report circulated for public review and comment between October 30, 2009 and December 28, 2009 (“Draft EIR”).

CEQA requires a lead agency to issue new notice and “recirculate” a revised EIR, or portions thereof, for additional commentary and consultation if, subsequent to the commencement of public review and interagency consultation but prior to final EIR certification, the lead agency adds “significant new information” to an EIR (see Pub. Resources Code, Section 21092.1; CEQA Guidelines, Section 15088.5; *Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California* (1993) 6 Cal.4th 1112 (*Laurel Heights II*)). CEQA Guidelines Section 15088.5 provides four examples of disclosure which constitute “significant new information” for purposes of requiring recirculation of a revised EIR:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it; or
- (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The revised environmental document must be subjected to the same “critical evaluation that occurs in the draft stage,” so that the public is not denied “an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom” (*Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal.App.3d 813, 822; see also *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 131).

¹ The CEQA Guidelines are found in Title 14 of the California Code of Regulations, commencing with Section 15000.

Recirculation of an EIR requires notice pursuant to CEQA Guidelines Section 15087, and consultation pursuant to Section 15086 (see CEQA Guidelines, Section 15088.5, subd. (d)). Where an agency determines that recirculation is required, the agency can satisfy its obligation by reissuing only the revised part or parts of the EIR, rather than a whole new document. "If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified" (see CEQA Guidelines, Section 15088.5, subd. (c)).

1.2 Summary of Revisions to Draft EIR

The CEQA Guidelines state that "[w]hen recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated Draft EIR" (see CEQA Guidelines, Section 15088.5, subd. (g)).

Pages of the Draft EIR containing modifications are reprinted in Chapter Two of this Partially Recirculated Draft EIR. A "track changes" version of the text is also included in [Appendix A](#) for those wishing to compare one version with the other.

REVISED TRAFFIC ANALYSIS

The County has decided to recirculate Section 3.12 (Transportation and Circulation). This decision was made because several changes have been made to the traffic impact modeling methodology described in the Draft EIR (see Section 3.12 for a discussion of the changes to the methodology) and additional analysis has been provided addressing modifications to the traffic circulation pattern for the truck stop located south of the proposed project site. The Partially Recirculated Draft EIR contains the results of the analysis where intersections and roadway segments would be affected in one of the following ways:

- An intersection or roadway segment that was shown to operate at an acceptable Level of Service (LOS) in the Draft EIR is now projected to operate at an unacceptable LOS.
- An intersection or roadway segment that was shown to operate at an unacceptable Level of Service (LOS) in the Draft EIR is now projected to operate at an acceptable LOS.

The standards of significance identified in the Draft EIR are used to determine whether an intersection or roadway segment operates at an acceptable LOS and/or whether the degradation due to the project is "substantial" and therefore significant.

As discussed below, the analysis presented in the Draft EIR has been remodeled to address concerns that arose during the public review and comment period.

Changes to the Analysis

The traffic impact modeling completed for the Draft EIR circulated for public review and comment did not contain a link diverted trip factor for trips traveling on I-5 that would divert to

the project site and then continue on with their trip nor did it contain an I-5 mainline impact analysis to inform the California Department of Transportation (Caltrans). The County has determined that revisions to traffic analysis as a result of remodeling are significant enough to require a partial recirculation of the Draft EIR in accordance with CEQA.

INCORPORATION OF LINK DIVERTED TRIP FACTOR

The Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers has been used to determine a link diverted trip factor for trips traveling on I-5 that would divert to the project site and then continue on with their trip. For a 740,000 square foot shopping center (ITE Land Use Code 820) this value is 22%. This factor was applied to the project trip generation per the ITE recommended methodology and used in revising the I-5 mainline, ramp junction (merge/diverge/weave) analysis, roadway segment, and intersection LOS analysis.

The existing plus project and cumulative plus project forecasts were updated to reflect the revised project trip generation and used to complete the freeway ramp merge/diverge/weave, roadway segment, and intersection LOS analysis. The Draft EIR circulated for public review and comment has been amended for incorporation into this partially recirculated Draft EIR to reflect the revised LOS Tables and Figures (Tables 3.12-4, 3.12-8, 3.12-10, 3.12-12, 3.12-15, 3.12-17, 3.12-19, and 3.12-20) as shown below. Corresponding revisions to Figures 3.12-6, 3.12-7, 3.12-8, 3.12-10 and 3.12-12 are shown in Appendix A.

**Table 3.12-4
Intersection Level of Service – Existing Conditions**

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Avenue / I-5 SB Ramps	Signal	32	C	14	B
Cypress Avenue / I-5 NB Ramps	Signal	29	C	62	E
Bonnyview Road / I-5 SB Ramps	Signal	15	B	12	B
Bonnyview Road / I-5 NB Ramps	Signal	18	B	15	B
Churn Creek Road / Rancho Road	Side-street Stop	14	B	12	B
Churn Creek Road / E Niles Lane	Side-street Stop	10	A	9	A
Knighton Road / Airport Road	Signal	13	B	17	B
Knighton Road / Churn Creek Road	Signal	6	A	8	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	15 23	B C	15	B
Knighton Road / I-5 NB Ramps	Side-street Stop	13 12	B	12	B
Knighton Road / I-5 SB Ramps	Side-street Stop	16 18	C	12	B
Knighton Road / Riverland Drive	All-way Stop	8	A	8	A
Riverside Avenue / I-5 SB Ramps	Side-street Stop	21	C	19	C
Riverside Avenue / I-5 NB Ramps	Side-street Stop	17	C	15	C

Notes:
 Delay measured in seconds per vehicle.
 Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
 LOS = Level of Service
~~Bold Shaded~~ text indicates deficiency.

Source: Fehr & Peers, 2009/2010 / Kittelson & Associates, 2010

**Table 3.12-8
Vehicle Trip Generation Summary**

Land Use	Weekday				Saturday			
	Daily	PM Peak Hour			Daily	Mid-Day Peak Hour		
		Total	In	Out		Total	In	Out
158,700 sf Discount Club	6,634	755	378	377	10,100	1,087	533	554
425,496 sf Shopping Center	17,407	1,679	823	856	22,000	2,196	1,098	1,098
18,863 sf High-Turnover Restaurant	2,398	210	124	86	2,700	265	140	125
3,600 sf Fast Food Restaurant	1,786	122	63	59	2,100	214	109	105
3,500 sf Drive In Bank	519	93	47	46	600	93	48	45
130,501 sf Home Improvement Store	3,889	309	148	161	5,900	589	300	289
Sub-Total	32,633	3,168	1,583	1,585	43,400	4,444	2,228	2,216
Internalization	7,832	729	364	365	10,400	1,289	646	643
Diverted Link Trips	7,179	697	348	349	9,548	978	490	488
Total	<u>17,622</u> 24,801	<u>1,742</u> 2,439	<u>871</u> 1,219	<u>871</u> 1,220	<u>23,452</u> 33,000	<u>2,177</u> 3,155	<u>1,092</u> 1,582	<u>1,085</u> 1,573

Source: Trip Generation 8th Edition 2008, Institute of Transportation Engineers, and Fehr & Peers, 2009/2010

**Table 3.12-10
Roadway Level of Service – Existing Plus Project Conditions**

Roadway Segment	Lanes	Existing No Project			Existing Plus Project			V/C Difference
		Volume	V/C	LOS	Volume	V/C	LOS	
Knighton Rd – I-5 SB Ramps to I-5 NB Ramps ¹	2	5,572	0.37	A	15,492	1.03	F D	0.66
		(4,466)	(0.30)	(A)	<u>12,621</u>	<u>0.84</u>	(F) (E)	<u>0.47</u>
					(17,086)	(1.14)		(0.74)
					<u>(13,847)</u>	<u>(0.92)</u>		<u>(0.62)</u>
Knighton Rd – I-5 NB Ramps to Churn Creek Rd ¹	2	6,705	0.45	A	26,298	1.75		1.30
		(4,772)	(0.32)	(A)	<u>20,626</u>	<u>1.38</u>	F	<u>0.93</u>
					(29,697)	(1.98)	(F)	(1.66)
					<u>(23,299)</u>	<u>(1.55)</u>		<u>(1.23)</u>
Knighton Rd – Churn Creek Rd to Airport Rd ¹	2	3,756	0.25	A	6,980	0.47		0.22
		(2,379)	(0.16)	(A)	<u>6,047</u>	<u>0.40</u>	A	<u>0.15</u>
					(6,481)	(0.43)	(A)	(0.27)
					<u>(5,428)</u>	<u>(0.36)</u>		<u>(0.20)</u>
Churn Creek Rd – Knighton Rd to E. Niles Ln ¹	2	2,753	0.18	A	4,489	0.30		0.12
		(1,946)	(0.13)	(A)	<u>3,987</u>	<u>0.27</u>	A	<u>0.09</u>
					(4,155)	(0.28)	(A)	(0.15)
					<u>(3,588)</u>	<u>(0.24)</u>		<u>(0.11)</u>
Churn Creek Rd – E. Niles Ln to Rancho Rd ¹	2	4,100	0.27	A	5,588	0.37		0.10
		(3,336)	(0.22)	(A)	<u>5,157</u>	<u>0.34</u>	A	<u>0.07</u>
					(5,229)	(0.35)	(A)	(0.13)
					<u>(4,743)</u>	<u>(0.32)</u>		<u>(0.10)</u>
Churn Creek Rd – Rancho Rd to I-5 ¹²	2	15,296	0.85	D	15,544	0.86		0.01
		(12,824)	(0.71)	(C)	<u>15,472</u>	<u>0.86</u>	D	<u>0.01</u>
					(13,140)	(0.73)	(C)	(0.02)
					<u>(13,059)</u>			

Notes: XX (YY) = Weekday (Weekend)

Volume to capacity ratio (V/C) measures the actual volume of vehicles observed or counted on any street segment in relation to the throughput capacity of the facility. Any measure higher than about 0.80 indicates

Roadway Segment	Lanes	Existing No Project			Existing Plus Project			V/C Difference
		Volume	V/C	LOS	Volume	V/C	LOS	
congestion. The number can exceed 1.00, indicating an overloaded situation with stop and go traffic. V/C Difference = $\frac{\text{Existing Near-term Future Plus Project V/C}}{\text{Existing Near-term Future V/C}}$ Shaded areas indicate deficiency. Bold type indicates impact. ¹ Minor Collector ² Major Collector								

Source: Fehr & Peers, 2009/2010

**Table 3.12-12
Intersection Level of Service – Existing Plus Project Conditions**

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Ave / I-5 SB Ramps	Signal	35 34	C	46 15	B
Cypress Ave / I-5 NB Ramps	Signal	33 32	C	65 64	E
Bonnyview Rd / I-5 SB Ramps	Signal	46 15	B	13	B
Bonnyview Rd / I-5 NB Ramps	Signal	27 22	C	28 20	C B
Churn Creek Rd / Rancho Rd	Side-street Stop	34 25	D C	23 18	C
Churn Creek Rd / E Niles Lane	Side-street Stop	10	B	10	B A
Knighton Rd / Airport Road	Signal	45 17	B	45 20	B
Knighton Rd / Churn Creek Rd	Signal	6	A	7	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	43 22	B C	44 11	B
Knighton Road / I-5 NB Ramps	Side-street Stop	895 --*	F	--	F
Knighton Road / I-5 SB Ramps	Side-street Stop	--	F	--	F
Knighton Road / Riverland Drive	All-way Stop	8	A	8	A
Riverside Avenue / I-5 SB Ramps	Side-street Stop	26 24	D C	24 22	C
Riverside Avenue / I-5 NB Ramps	Side-street Stop	48 17	C	16	C
Knighton Rd/Project Access	Signal	30 29	C	38 43	D
Churn Creek Rd / Project Access (1)	Side-Street Stop	43 12	B	43 11	B
Churn Creek Rd / Project Access (2)	Side-Street Stop	43 12	B	42 11	B
Churn Creek Rd / Project Access (3)	Side-Street Stop	12	B	42 11	B
Churn Creek Rd / Project Access (4)	Side-Street Stop	42 11	B	11	B

Notes:
 Delay measured in seconds per vehicle.
 Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
 Shaded areas indicate deficiency. **Bold type indicates impact.**
 LOS = Level of Service
 --* = Modeling Results Exceed The Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

**Table 3.12-15
Freeway Ramp Merge/Diverge/Weave – Existing Plus Project Conditions Mitigated**

Direction	Merge, or Diverge or Weave	PM Peak		MD Peak	
		Density ¹	LOS ²	Density ¹	LOS ²
Cypress Ave / I-5 NB on-ramp	Merge Weave	24.7 25.7	C	29.5 30.1	D

Notes:
¹ Density in passenger cars per mile per lane.
² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodologies. Weave LOS calculated using Leisch Method.

Direction	Merge, or Diverge or Weave	PM Peak		MD Peak	
		Density ¹	LOS ²	Density ¹	LOS ²

Shaded area indicates deficiency. Bold type indicates impact.

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010

**Table 3.12-17
Roadway Level of Service – Cumulative Conditions**

Roadway Segment	Lanes	Cumulative No Project			Cumulative Plus Project			V/C Difference
		Volume	V/C	LOS	Volume	V/C	LOS	
Knighton Road – I-5 SB Ramps to I-5 NB Ramps ¹	2	7,500	0.50	A	17,420	1.16	F E	0.66
		(6,300)	(0.42)	(A)	14,549	0.97	F E	0.47
					(18,920)	(1.26)	(F)	(0.73)
					(15,681)	(1.05)	(F)	(0.63)
Knighton Road – I-5 NB Ramps to Churn Creek Rd ¹	2	11,100	0.74	C	30,693	2.05	F	1.31
		(9,200)	(0.61)	(B)	25,021	1.67	F	0.93
					(34,125)	(2.27)	(F)	(1.66)
					(27,727)	(1.85)	(F)	(1.24)
Knighton Road – Churn Creek Rd to Airport Rd ²	2	5,600	0.37	A	8,824	0.59	A	0.12
		(4,500)	(0.30)	(A)	7,891	0.53	A	0.16
					(8,602)	(0.57)	(A)	(0.17)
					(7,549)	(0.50)	(A)	(0.20)
Churn Creek Road – Knighton Rd to E. Niles Ln ²	2	4,800	0.32	A	6,536	0.44	A	0.12
		(3,900)	(0.26)	(A)	6,034	0.40	A	0.08
					(6,109)	(0.41)	(A)	(0.15)
					(5,542)	(0.37)	(A)	(0.11)
Churn Creek Road – E. Niles Ln to Rancho Rd ²	2	5,000	0.33	A	6,488	0.43	A	0.10
		(4,300)	(0.29)	(A)	6,057	0.40	A	0.07
					(6,193)	(0.41)	(A)	(0.12)
					(5,707)	(0.38)	(A)	(0.09)
Churn Creek Road – Rancho Rd to I-5 ²	2	17,000	1.13	F E	17,248	1.15	F E	0.02
		(13,300)	0.94	(D) (C)	17,176	0.95	F E	0.01
			(0.89)	(D) (C)	(13,616)	(0.91)	(E) (C)	(0.02)
			(0.74)		(13,535)	(0.75)		(0.01)

Notes: XX (YY) = Weekday (Weekend)
Volume to capacity ratio (V/C) measures the actual volume of vehicles observed or counted on any street segment in relation to the throughput capacity of the facility. Any measure higher than about 0.80 indicates congestion. The number can exceed 1.00, indicating an over-capacity situation with stop and go traffic.
V/C Difference = ~~Near-term~~ Future Cumulative Plus Project V/C – ~~Near-term~~ Future Cumulative V/C
Shaded indicates deficiency.
Bold type indicates impact.
¹ Minor Collector
² Major Collector

Source: Fehr & Peers, 2009/2010

**Table 3.12-19
Intersection Level of Service – Cumulative No Project Conditions**

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Ave / I-5 SB Ramps	Signal	88 87	F	23 24	C
Cypress Ave / I-5 NB Ramps	Signal	75	F	141 147	F
Bonnyview Rd / I-5 SB Ramps	Signal	42 45	D	46 50	D

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Bonnyview Rd / I-5 NB Ramps	Signal	66 <u>73</u>	E	48 <u>52</u>	D
Churn Creek Rd / Rancho Rd	Side-street Stop	203	F	24	C
Churn Creek Rd / E Niles Ln	Side-street Stop	10	B	10	B
Knighton Rd / Airport Rd	Signal	18	B	13	B
Knighton Rd / Churn Creek Rd	Signal	7	A	7	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	15	B	40 <u>11</u>	B
Knighton Rd / I-5 NB Ramps	Side-street Stop	24 <u>18</u>	C	15	B <u>C</u>
Knighton Rd / I-5 SB Ramps	Side-street Stop	63 <u>69</u>	F	16	C
Knighton Rd / Riverland Dr	All-way Stop	8	A	8	A
Riverside Ave / I-5 SB Ramps	Side-street Stop	--*	F	447	F
Riverside Ave / I-5 NB Ramps	Side-street Stop	52	F	43	E

Notes: Delay measured in seconds per vehicle.
 Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop intersections reported for the average of all approaches.
 LOS = Level of Service
 Shaded areas indicate deficiency.
 --* = Modeling Results Exceed The Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, 2009/2010

Table 3.12-20
Intersection Level of Service – Cumulative Plus Project Conditions

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
Cypress Ave / I-5 SB Ramps	Signal	97 <u>94</u>	F	25 <u>24</u>	C
Cypress Ave / I-5 NB Ramps	Signal	87 <u>83</u>	F	130 <u>155</u>	F
Bonnyview Rd / I-5 SB Ramps	Signal	49 <u>47</u>	D	53 <u>52</u>	D
Bonnyview Rd / I-5 NB Ramps	Signal	111 <u>98</u>	F	104 <u>83</u>	F
Churn Creek Rd / Rancho Rd	Side-street Stop	697 <u>539</u>	F	218 <u>124</u>	F
Churn Creek Rd / E Niles Ln	Side-street Stop	11	B	12 <u>11</u>	B
Knighton Rd / Airport Rd	Signal	26 <u>24</u>	C	18 <u>16</u>	B
Knighton Rd / Churn Creek Rd	Signal	7	A	7	A
Knighton Rd / Churn Creek Rd / Pacheco Rd	Signal	19 <u>22</u>	B <u>C</u>	13 <u>14</u>	B
Knighton Rd / I-5 NB SB Ramps	Side-street Stop	--*	F	--*	F
Knighton Rd / I-5 SB NB Ramps	Side-street Stop	--*	F	--*	F
Knighton Rd / Riverland Dr	All-way Stop	8	A	8	A
Riverside Ave / I-5 SB Ramps	Side-street Stop	--*	F	858 <u>718</u>	F
Riverside Ave / I-5 NB Ramps	Side-street Stop	97 <u>91</u>	F	52 <u>49</u>	F <u>E</u>
Knighton Rd / Project Access	Signal	32 <u>35</u>	C <u>D</u>	38 <u>43</u>	D
Churn Creek Rd / Project Access (1)	Side-Street Stop	15 <u>14</u>	C <u>B</u>	14 <u>13</u>	B
Churn Creek Rd / Project Access (2)	Side-Street Stop	15 <u>14</u>	B	14 <u>12</u>	B
Churn Creek Rd / Project Access (3)	Side-Street Stop	14 <u>13</u>	B	13 <u>12</u>	B
Churn Creek Rd / Project Access (4)	Side-Street Stop	13	B	12 <u>11</u>	B

Notes:
 Delay measured in seconds per vehicle.
 Delay for side-street stop unsignalized intersections reported for worst-case approach. Delay for all-way stop

Intersection	Control	PM Peak		MD Peak	
		Delay	LOS	Delay	LOS
intersections reported for the average of all approaches. LOS = Level of Service Change in delay is the change between Existing Conditions and Existing Plus Project Conditions. Shaded areas indicate deficiency. Bold type indicates impact. --* = Modeling Results Exceed The Ability to Determine LOS (Default to LOS F is Applied)					

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

INCORPORATION OF I-5 MAINLINE AND RELATED FREEWAY RAMP MERGE/DIVERGE ANALYSIS

In response to comments on the Draft EIR circulated for public review and comment, a freeway mainline analysis has been completed for the section of I-5 between State Route (SR) 44 and North Street-Balls Ferry Road. In completing this analysis, traffic volume data on I-5 was balanced between the interchanges to ensure the traffic was not “lost” between the interchanges. As a result of this analysis, the freeway merge/diverge analysis was updated. The freeway mainline results are presented below in Tables 1 through 3 (identified as Tables 3.12-7, 3.12-16, and 3.12-22 in Chapter Two of this Partially Recirculated Draft EIR) and the merge/diverge/weaving results are presented in Tables 3.12-6, 3.12-14, 3.12-23 and 3.12-24 as shown below. Corresponding revisions to Figure 3.12-13 are shown in Appendix A.

Table 1
Freeway Mainline Operations – Existing Conditions

Freeway Direction	Segment		Existing			
	From	To	PM Peak		MD Peak	
			Density ¹	LOS ²	Density ¹	LOS ²
I-5 Northbound	North Street	Riverside Avenue	17.4	B	17.4	B
	Riverside Avenue	Knighton Road	18.1	C	19.7	C
	Knighton Road	S. Bonnyview Road	18.5	C	21.7	C
	S. Bonnyview Road	Cypress Avenue	20.3	C	22.8	C
	Cypress Avenue	CA Highway 44	27.9	D	38.4	E
I-5 Southbound	CA Highway 44	Cypress Avenue	24.1	C	18.4	C
	Cypress Avenue	Bonnyview Road	22.3	C	15.1	B
	S. Bonnyview Road	Knighton Road	22.0	C	14.0	B
	Knighton Road	Riverside Avenue	21.1	C	12.7	B
	Riverside Avenue	North Street	21.0	C	11.8	B

Notes:

¹ Density = passenger cars per mile per lane.

² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM methodologies.

- = Demand Exceeds Capacity

Shaded text indicates deficiency.

Source: Fehr & Peers, 2010 / Quad Knopf, 2010.

Table 2
Freeway Mainline Operations – Existing & Existing Plus Project Conditions

Freeway Direction	Segment		Existing				Existing Plus Project			
	From	To	PM Peak		MD Peak		PM Peak		MD Peak	
			Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²
I-5 Northbound	North Street	Riverside Avenue	17.4	B	17.4	B	19.3	C	19.8	C
	Riverside Avenue	Knighton Road	18.1	C	19.7	C	20.8	C	23.1	C
	Knighton Road	S. Bonnyview Road	18.5	C	21.7	C	21.7	C	25.7	C
	S. Bonnyview Road	Cypress Avenue	20.3	C	22.8	C	22.2	C	25.3	C
	Cypress Avenue	SR 44	27.9	D	38.4	E	29.7	D	43.0	E
I-5 Southbound	SR 44	Cypress Avenue	24.1	C	18.4	C	25.5	C	20.1	C
	Cypress Avenue	Bonnyview Road	22.3	C	15.1	B	24.2	C	17.5	B
	S. Bonnyview Road	Knighton Road	22.0	C	14.0	B	25.2	C	17.9	B
	Knighton Road	Riverside Avenue	21.1	C	12.7	B	23.8	C	16.0	B
	Riverside Avenue	North Street	21.0	C	11.8	B	22.9	C	14.2	B

Notes: ¹ Density = passenger cars per mile per lane
² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM methodologies.
-- = Demand Exceeds Capacity
Shaded areas indicate deficiency.

Source: Fehr & Peers, 2010

Table 3
Freeway Mainline Operations – Cumulative Conditions

Freeway Direction	Segment		Cumulative No Project				Cumulative Plus Project			
	From	To	PM Peak		MD Peak		PM Peak		MD Peak	
			Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²
I-5 Northbound	North Street	Riverside Avenue	29.4	D	29.4	D	32.2	D	33.0	D
	Riverside Avenue	Knighton Road	28.8	D	35.1	E	32.7	D	43.2	E
	Knighton Road	S. Bonnyview Road	31.5	D	40.9	E	37.2	E	--	F
	S. Bonnyview Road	Cypress Avenue	36.3	E	--	F	40.8	E	--	F
	Cypress Avenue	SR 44	--	F	--	F	--	F	--	F
I-5 Southbound	SR 44	Cypress Avenue	--	F	30.8	D	--	F	33.6	D
	Cypress Avenue	Bonnyview Road	--	F	26.0	C	--	F	28.8	D
	S. Bonnyview Road	Knighton Road	--	F	23.8	C	--	F	28.2	D
	Knighton Road	Riverside Avenue	--	F	22.1	C	--	F	25.6	C
	Riverside Avenue	North Street	--	F	20.7	C	--	F	23.1	C

Freeway Direction	Segment		Cumulative No Project				Cumulative Plus Project			
	From	To	PM Peak		MD Peak		PM Peak		MD Peak	
			Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²
Notes: ¹ Density = passenger cars per mile per lane ² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM methodologies. -- = Demand Exceeds Capacity Shaded areas indicate deficiency.										

Source: Fehr & Peers, 2010 / Quad Knopf, 2010

**Table 3.12-6
Freeway Ramp Merge/Diverge/Weave – Existing Conditions**

Location	Merge, or Diverge or Weave	PM Peak		MD Peak	
		Density ¹	LOS ²	Density ¹	LOS ²
Riverside Ave / I-5 Northbound off-ramp	Diverge	22.8	C	21.0 <u>22.9</u>	C
Riverside Ave / I-5 Northbound on-ramp	Merge	23.1	C	23.0 <u>24.7</u>	C
Riverside Ave / I-5 Southbound off-ramp	Diverge	27.0	C	17.6	B
Riverside Ave / I-5 Southbound on-ramp	Merge	26.0	C	16.8	B
Knighton Road / I-5 Northbound off-ramp	Diverge	23.1 <u>23.6</u>	C	21.2 <u>25.4</u>	C
Knighton Road / I-5 Northbound on-ramp	Merge	23.0 <u>23.5</u>	C	22.9 <u>26.7</u>	C
Knighton Road / I-5 Southbound off-ramp	Diverge	27.9	C	19.0	B
Knighton Road / I-5 Southbound on-ramp	Merge	26.2	C	17.7	B
Bonnyview Road / I-5 Northbound off-ramp	Diverge	23.6 <u>24.1</u>	C	23.4 <u>27.6</u>	C
Bonnyview Road / I-5 Northbound on-ramp	Merge	24.7 <u>25.1</u>	C	24.0 <u>27.7</u>	C
Bonnyview Road / I-5 Southbound off-ramp	Diverge	25.3 <u>28.3</u>	E <u>D</u>	24.4 <u>20.3</u>	C
Bonnyview Road / I-5 Southbound on-ramp	Merge	24.1 <u>26.8</u>	C	22.6 <u>18.8</u>	E <u>B</u>
Cypress Ave / I-5 Northbound off-ramp	Diverge	23.5 <u>26.1</u>	C	26.9 <u>28.9</u>	E <u>D</u>
Cypress Ave / I-5 Northbound on-ramp	Merge <u>Weave</u>	29.8 <u>32.1</u>	D	36.6 <u>38.4</u>	E
Cypress Ave / I-5 Southbound off-ramp	Diverge <u>Weave</u>	28.8 <u>30.2</u>	D	20.0 <u>23.9</u>	C
Cypress Ave / I-5 Southbound on-ramp	Merge	25.9 <u>27.1</u>	C	46.6 <u>20.1</u>	B <u>C</u>

Notes:
¹ Density in passenger cars per mile per lane.
² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodologies. Weave LOS calculated using Leisch Method.
~~Bold~~ Shaded text indicates deficiency.

Source: Fehr & Peers, 2009/2010

**Table 3.12-14
Freeway Ramp Merge/Diverge/Weave – Existing Plus Project Conditions**

Direction	Merge, or Diverge or Weave	PM Peak		MD Peak	
		Density ¹	LOS ²	Density ¹	LOS ²
Riverside Ave / I-5 NB off-ramp	Diverge	25.8 <u>25.1</u>	C	24.9 <u>25.9</u>	C
Riverside Ave / I-5 NB on-ramp	Merge	26.7 <u>25.7</u>	C	27.7 <u>28.0</u>	E <u>D</u>
Riverside Ave / I-5 SB off-ramp	Diverge	31.2 <u>30.7</u>	D	23.0 <u>22.4</u>	C
Riverside Ave / I-5 SB on-ramp	Merge	27.9 <u>29.0</u>	D <u>C</u>	20.3 <u>19.2</u>	E <u>B</u>
Knighton Road / I-5 NB off-ramp	Diverge	27.3 <u>27.1</u>	C	26.7 <u>30.0</u>	E <u>D</u>
Knighton Road / I-5 NB on-ramp	Merge	26.2 <u>26.4</u>	C	28.3 <u>30.3</u>	D
Knighton Road / I-5 SB off-ramp	Diverge	32.8 <u>32.4</u>	D	25.3 <u>23.5</u>	C
Knighton Road / I-5 SB on-ramp	Merge	30.8 <u>28.7</u>	D	22.3 <u>22.7</u>	C
Bonnyview Road / I-5 NB off-ramp	Diverge	28.5 <u>28.4</u>	D	29.8 <u>33.0</u>	D
Bonnyview Road / I-5 NB on-ramp	Merge	27.4 <u>27.1</u>	C	27.5 <u>30.1</u>	E <u>D</u>
Bonnyview Road / I-5 SB off-ramp	Diverge	28.3 <u>30.8</u>	D	28.2 <u>24.7</u>	D <u>C</u>
Bonnyview Road / I-5 SB on-ramp	Merge	28.5 <u>30.0</u>	D	28.2 <u>20.8</u>	D <u>C</u>
Cypress Ave / I-5 NB off-ramp	Diverge	26.5 <u>28.4</u>	E <u>D</u>	30.7 <u>31.9</u>	D
Cypress Ave / I-5 NB on-ramp	Merge <u>Weave</u>	31.7 <u>33.5</u>	D	39.1 <u>--*</u>	E <u>F</u>

Direction	Merge, or Diverge or Weave	PM Peak		MD Peak	
		Density ¹	LOS ²	Density ¹	LOS ²
Cypress Ave / I-5 SB off-ramp	<u>Diverge Weave</u>	31.8 <u>31.9</u>	D	23.9 <u>26.1</u>	C
Cypress Ave / I-5 SB on-ramp	Merge	29.3 <u>29.0</u>	D	21.0 <u>22.4</u>	C

Notes:
¹ Density in passenger cars per mile per lane.
² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodologies. Weave LOS calculated using Leisch Method.
Shaded area indicates deficiency. ~~Bold type indicates impact.~~
--* = Modeling Results Exceed The Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, ~~2009~~2010 / Quad Knopf, 2010

**Table 3.12-23
Freeway Ramp Merge/Diverge/Weave – Cumulative Conditions**

Direction	Merge, or Diverge or Weave	Cumulative No Project				Cumulative Plus Project			
		PM Peak		MD Peak		PM Peak		MD Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Riverside Ave / I-5 NB off-ramp	Diverge	--	F	-- <u>35.3</u>	F <u>E</u>	-- <u>37.5</u>	E	-- <u>38.0</u>	F <u>E</u>
Riverside Ave / I-5 NB on-ramp	Merge	<u>38.9</u> --	E --	-- <u>37.2</u>	F <u>E</u>	-- <u>35.9</u>	F <u>E</u>	--	F
Riverside Ave / I-5 SB off-ramp	Diverge	--	F	<u>26.1</u> <u>28.1</u>	C <u>D</u>	--	F	<u>31.5</u> <u>31.8</u>	D
Riverside Ave / I-5 SB on-ramp	Merge	--	F	<u>24.0</u> <u>25.8</u>	C	--	F	<u>27.5</u> <u>28.2</u>	C <u>D</u>
Knighton Rd / I-5 NB off-ramp	Diverge	<u>26.1</u> --	C --	<u>27.4</u> <u>39.4</u>	C <u>E</u>	<u>30.3</u> <u>37.9</u>	D <u>E</u>	<u>32.8</u> --	D <u>F</u>
Knighton Rd / I-5 NB on-ramp	Merge	<u>27.2</u> --	C --	<u>29.1</u> --	D <u>F</u>	<u>31.4</u> <u>36.3</u>	D <u>E</u>	<u>34.5</u> --	D <u>F</u>
Knighton Rd / I-5 SB off-ramp	Diverge	<u>38.8</u> --	E <u>F</u>	<u>26.7</u> <u>30.0</u>	C <u>D</u>	--	F	<u>33.1</u> <u>34.3</u>	D
Knighton Rd / I-5 SB on-ramp	Merge	<u>37.4</u> --	E <u>F</u>	<u>24.4</u> <u>27.2</u>	C	--	F	<u>28.9</u> <u>28.6</u>	D
Bonnyview Rd / I-5 NB off-ramp	Diverge	<u>28.9</u> --	D --	<u>30.5</u> --	D <u>F</u>	<u>33.8</u> <u>40.5</u>	D <u>E</u>	<u>36.9</u> --	E <u>F</u>
Bonnyview Rd / I-5 NB on-ramp	Merge	<u>30.2</u> --	D --	<u>31.3</u> --	D <u>F</u>	<u>32.9</u> --	D <u>F</u>	<u>34.8</u> --	D <u>F</u>
Bonnyview Rd / I-5 SB off-ramp	Diverge	--	F	<u>35.7</u> <u>32.2</u>	E <u>D</u>	--	F	<u>39.6</u> <u>34.9</u>	E <u>D</u>
Bonnyview Road / I-5 SB on-ramp	Merge	--	F	<u>31.8</u> <u>28.6</u>	D	--	F	<u>37.5</u> <u>32.5</u>	E <u>D</u>
Cypress Ave / I-5 NB off-ramp	Diverge	--	F --	--	F	--	F	--	F
Cypress Ave / I-5 NB on-ramp	Merge Weave	--	F --	--	F	--	F	--	F
Cypress Ave / I-5 SB off-ramp	Diverge Weave	--	F	<u>37.7</u> <u>36.5</u>	E	--	F	-- <u>38.5</u>	F <u>E</u>
Cypress Ave / I-5 SB on-ramp	Merge	--	F	<u>31.9</u> <u>30.9</u>	D	--	F	<u>36.4</u> <u>33.3</u>	E <u>D</u>

Notes:
¹ Density in passenger cars per mile per lane.
² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodology. Weave LOS calculated using Leisch Method.
 Shaded areas indicate deficiency.
Bold type indicates impact.

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010

**Table 3.12-24
Freeway Ramp Merge/Diverge/Weave – Cumulative Conditions Mitigated**

Direction	Merge, or Diverge or Weave	Cumulative Plus Project				Cumulative Plus Project Mitigated			
		PM Peak		MD Peak		PM Peak		MD Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Riverside Ave / I-5 NB off-ramp	Diverge	<u>37.5</u>	<u>F E</u>	<u>38.0</u>	<u>F E</u>	<u>30.4</u> <u>26.6</u>	<u>D C</u>	<u>31.9</u> <u>26.5</u>	<u>D C</u>
Riverside Ave / I-5 NB on-ramp	Merge	<u>35.9</u>	<u>F E</u>	--	F	<u>28.3</u> <u>24.3</u>	<u>D C</u>	<u>37.8</u> <u>28.0</u>	<u>E C</u>
Riverside Ave / I-5 SB off-ramp	Diverge	--	F	<u>31.5</u> <u>38.5</u>	D	<u>30.4</u> <u>33.0</u>	D	<u>23.5</u>	C
Riverside Ave / I-5 SB on-ramp	Merge	--	F	<u>27.5</u> <u>33.3</u>	<u>E D</u>	<u>29.1</u> <u>32.1</u>	D	<u>48.7</u> <u>19.1</u>	B
Knighton Rd / I-5 NB off-ramp	Diverge	<u>37.9</u>	<u>E</u>	--	<u>F</u>	<u>27.2</u>	<u>C</u>	<u>29.7</u>	<u>D</u>
Knighton Rd / I-5 NB on-ramp	Merge	<u>36.3</u>	<u>E</u>	--	<u>F</u>	<u>26.1</u>	<u>C</u>	<u>28.7</u>	<u>D</u>
Knighton Rd / I-5 SB off-ramp	Diverge	--	F	<u>33.1</u> <u>34.9</u>	D	<u>32.4</u> <u>33.2</u>	D	<u>25.3</u> <u>25.5</u>	C
Knighton Rd / I-5 SB on-ramp	Merge	--	F	<u>28.9</u> <u>32.5</u>	D	<u>32.6</u> <u>30.4</u>	D	<u>21.0</u> <u>20.2</u>	C
Bonnyview Rd / I-5 NB off-ramp	Diverge	<u>33.8</u> <u>40.5</u>	<u>D E</u>	<u>36.9</u> --	<u>E F</u>	29.1	<u>E D</u>	<u>27.4</u> <u>32.2</u>	<u>E D</u>
Bonnyview Rd / I-5 NB on-ramp	Merge	--	<u>F</u>	--	<u>F</u>	28.5	<u>D</u>	30.9	<u>D</u>
Bonnyview Rd / I-5 SB off-ramp	Diverge	--	F	<u>39.6</u> <u>34.3</u>	<u>E D</u>	<u>35.5</u> <u>32.4</u>	<u>E D</u>	<u>28.8</u> <u>26.2</u>	<u>D C</u>
Bonnyview Road / I-5 SB on-ramp	Merge	--	F	<u>37.5</u> <u>28.6</u>	<u>E D</u>	<u>36.5</u> <u>32.6</u>	<u>E D</u>	<u>26.9</u> <u>23.8</u>	C
Cypress Ave / I-5 NB off-ramp	Diverge	--	F	--	F	<u>33.8</u> <u>29.9</u>	D	<u>35.3</u> <u>31.9</u>	<u>E D</u>
Cypress Ave / I-5 NB on-ramp	<u>Merge Weave</u>	--	F	--	F	<u>37.1</u> <u>33.2</u>	<u>E D</u>	<u>39.4</u>	<u>F E</u>
Cypress Ave / I-5 SB off-ramp	<u>Diverge Weave</u>	--	F	--	<u>F E</u>	<u>37.6</u> <u>33.5</u>	<u>E D</u>	<u>29.5</u> <u>27.8</u>	<u>D C</u>
Cypress Ave / I-5 SB on-ramp	Merge	--	F	<u>36.4</u> <u>33.3</u>	<u>E D</u>	<u>35.7</u> <u>30.7</u>	<u>E D</u>	<u>24.5</u> <u>22.6</u>	C

Notes:
¹ Density in passenger cars per mile per lane.
² LOS = Level of Service. LOS computed using HCS 2000 software for the merge/diverge analysis consistent with HCM 2000 methodology. Weave LOS calculated using Leisch Method.
 Shaded areas indicate deficiency.
Bold type indicates impact.

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010

Additional Table Edits

Table 3.12-2 of the Draft EIR circulated for public review and comment has been amended for incorporation into this partially recirculated Draft EIR to correct an error which made the table inconsistent with Table 3.12-10. Specifically, the values presented in Table 3.12-2 (Roadway Level of Service (LOS) – Existing Conditions reflected Knighton Road as a minor collector rather than a major collector as reflected in Table 3.12-10. The values in Table 3.12-10 are correct and Table 3.12-2 has been amended accordingly as shown below. Additionally Table 3.12-5 has been modified to show Weave Density level of service definitions to accompany the I-5 Freeway Ramp Merge/Diverge/Weave analysis shown in Tables 3.12-6, 3.12-14, 3.12-23 and 3.12-24.

Tables 3.12-11 and 3.12-13 roadway and intersection existing plus project LOS evaluations were updated to reflect the revised project trip generation resulting from the revised link diverted trip modeling. Tables 3.12-18 and 3.12-21 were also updated to account for the revised link diverted trip modeling and to make adjustments to the project’s mitigation measure fair share percentages in that Ordinance 665 Public Facilities Impact Fees and Resolution 91-115 Establishing Major Road Impact Fees for the South Central Regional Area define the project’s mitigation responsibility.

**Table 3.12-2
Roadway Level of Service (LOS) – Existing Conditions**

Roadway Segment	Existing Conditions			
	Lanes	Volume	V/C	LOS
Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps ¹	2	5,572 (4,466)	0.31 <u>0.37</u> (0.25) <u>(0.30)</u>	A (A)
Knighton Road- I-5 Northbound Ramps to Churn Creek Road ¹	2	6,705 (4,772)	0.37 <u>0.45</u> (0.27) <u>(0.32)</u>	A (A)
Knighton Road- Churn Creek Road to Airport Road ¹	2	3,756 (2,379)	0.24 <u>0.25</u> (0.13) <u>(0.16)</u>	A (A)
Churn Creek Road- Knighton Road to E. Niles Lane ¹	2	2,753 (1,946)	0.15 <u>0.18</u> (0.11) <u>(0.13)</u>	A (A)
Churn Creek Road- E. Niles Lane to Rancho Road ¹	2	4,100 (3,336)	0.23 <u>0.27</u> (0.19) <u>(0.22)</u>	A (A)
Churn Creek Road- Rancho Road to I-5 ⁺²	2	15,296 (12,824)	0.85 (0.71)	D (C)
Notes: XX (YY) = Weekday (Weekend) Volume to capacity ratio (V/C) measures the actual volume of vehicles observed or counted on any street segment in relation to the throughput capacity of the facility. ¹ = Minor Collector ⁺² = Major Collector Bold text indicates deficiency.				

Source: Fehr & Peers, 20092010

**Table 3.12-5
Freeway Ramp Merge/Diverge/Weave Segment Level of Service Definitions**

Level of Service	Merge/Diverge Density (pc/mi/in)*	Weave Density (pc/mi/in)*
A	≤ 10.0	≤ <u>10.0</u>
B	> 10.0 and ≤ 20.0	≥ <u>10.0</u> and ≤ <u>20.0</u>
C	> 20.0 and ≤ 28.0	≥ <u>20.0</u> and ≤ <u>28.0</u>
D	> 28.0 and ≤ 35.0	≥ <u>28.0</u> and ≤ <u>35.0</u>
E	> 35.0	≥ <u>35.0</u> and ≤ <u>43.0</u>
F	Demand Exceeds Capacity	> <u>43.0</u>

* Density measured in passenger cars per mile per lane.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

**Table 3.12-11
Roadway LOS Evaluation – Existing Plus Project Conditions**

ROADWAYS																	
Location	Existing Conditions						Existing Plus Project Conditions						Existing Plus Project (Mitigated)				Mitigations
	PM Peak			MD Peak			PM Peak			MD Peak			PM Peak		MD Peak		
	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	
Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps	5,572	0.37	A	4,466	0.30	A	15,492 12,621	1.03 0.84	F D	17,086 13,847	1.14 0.92	F E	0.29	A	0.32	A	(3.12-1a) Widen to 6 lanes
Knighton Road – I-5 Northbound Ramps to Churn Creek Road	6,705	0.45	A	4,772	0.32	A	26,298 20,626	1.75 1.38	F	29,697 23,299	1.98 1.55	F	0.49	A	0.55	A	(3.12-1b) Widen to 6 lanes
Knighton Road – Churn Creek Road to Airport Road	3,756	0.25	A	2,379	0.16	A	6,980 6,047	0.47 0.40	A	6,481 5,428	0.43 0.36	A					
Churn Creek Road – Knighton Road to E. Niles Lane	2,753	0.18	A	1,946	0.13	A	4,489 3,987	0.30 0.27	A	4,155 3,588	0.28 0.24	A					
Churn Creek Road – E. Niles Lane to Rancho Road	4,100	0.27	A	3,336	0.22	A	5,588 5,157	0.37 0.34	A	5,229 4,743	0.35 0.32	A					
Churn Creek Road – Rancho Road to I-5	15,296	0.85	D	12,824	0.71	C	15,544 15,472	0.86 0.73	D	13,140 13,059	0.73	C					

Notes: Shaded areas indicate unacceptable operations. Shaded and bold areas indicate project significant impact

Source: Fehr & Peers, August 2009/2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

**Table 3.12-13
Intersection LOS Evaluation – Existing Plus Project Conditions**

Intersections													
Location	Existing Conditions				Existing Plus Project Conditions				Existing Plus Project (Mitigated)				Mitigations
	PM Peak		MD Peak		PM Peak		MD Peak		PM Peak		MD Peak		
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Cypress Avenue / I-5 SB Ramps	32	C	14	B	35 <u>34</u>	C	46 <u>15</u>	B					
Cypress Avenue / I-5 NB Ramps	29	C	62	E	33 <u>32</u>	C	65 <u>64</u>	E					
Bonnyview Road / I-5 SB Ramps	15	B	12	B	16 <u>15</u>	B	13	B					
Bonnyview Road / I-5 NB Ramps	18	B	15	B	27 <u>22</u>	C	28 <u>20</u>	C <u>B</u>					
Churn Creek Road / Rancho Road	14	B	12	B	34 <u>25</u>	D <u>C</u>	23 <u>18</u>	C					
Churn Creek Road / E Niles Lane	10	A	9	A	10	B	10	B <u>A</u>					
Knighton Road / Airport Road	13	B	17	B	15 <u>17</u>	B	15 <u>20</u>	B					
Knighton Road / Churn Creek Road	6	A	8	A	6	A	7	A					
Knighton Rd / Churn Creek Rd / Pacheco Rd	15 <u>23</u>	B <u>C</u>	15	B	13 <u>22</u>	B <u>C</u>	14 <u>11</u>	B					
Knighton Road / I-5 NB Ramps	13 <u>12</u>	B	12	B	895 <u>--</u> *	F	--	F	16	B	14	B	(3.12-2a b) Install traffic signal and <u>add travel lanes to improve intersection</u>
Knighton Road / I-5 SB Ramps	16 <u>18</u>	C	12	B	--	F	--	F	21	C	27	C	(3.12-2b a) Install traffic signal and <u>add travel lanes to improve intersection</u>
Knighton Road / Riverland Drive	8	A	8	A	8	A	8	A					
Riverside Avenue / I-5 SB Ramps	21	C	19	C	26 <u>24</u>	D <u>C</u>	24 <u>22</u>	C					
Riverside Avenue / I-5 NB Ramps	17	C	15	C	18 <u>17</u>	C	16	C					
Knighton Rd / Project Access	--	--	--	--	30 <u>29</u>	C	38 <u>43</u>	D					
Churn Creek Rd / Project Access (1)	--	--	--	--	13 <u>12</u>	B	13 <u>11</u>	B					
Churn Creek Rd / Project Access (2)	--	--	--	--	13 <u>12</u>	B	12 <u>11</u>	B					
Churn Creek Rd / Project Access (3)	--	--	--	--	12	B	12 <u>11</u>	B					
Churn Creek Rd / Project Access (4)	--	--	--	--	12 <u>11</u>	B	11	B					

Notes: Shaded areas indicate unacceptable operations. Shaded and bold areas indicate project significant impact.

--* = Modeling Results Exceed The Ability to Determine LOS (Default to LOS F is Applied)

Source: Fehr & Peers, August 2009/2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

**Table 3.12-18
Roadway Level of Service – Cumulative Plus Project Conditions**

ROADWAYS																		
Location	Cumulative Conditions						Cumulative Plus Project Conditions						Cumulative Plus Project (Mitigated)				Mitigations	Fair Share
	PM Peak			MD Peak			PM Peak			MD Peak			PM Peak		MD Peak			
	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
Knighton Road – I-5 Southbound Ramps to I-5 Northbound Ramps	7,500	0.50	A	6,300	0.42	A	17,420 <u>14,549</u>	1.16 <u>0.97</u>	F E	18,920 <u>15,681</u>	1.26 <u>1.05</u>	F	0.32	A	0.35	A	(3.12-45a) Widen to 6 lanes	84%
Knighton Road – I-5 Northbound Ramps to Churn Creek Road	11,100	0.74	C	9,200	0.61	B	30,693 <u>25,021</u>	2.05 <u>1.67</u>	F	34,125 <u>27,727</u>	2.27 <u>1.85</u>	F	0.57	A	0.63	B	(3.12-45b) Widen to 6 lanes	82%
Knighton Road – Churn Creek Road to Airport Road	5,600	0.37	A	4,500	0.30	A	8,824 <u>7,891</u>	0.59 <u>0.53</u>	A	8,602 <u>7,549</u>	0.57 <u>0.50</u>	A						
Churn Creek Road – Knighton Road to E. Niles Lane	4,800	0.32	A	3,900	0.26	A	6,536 <u>6,034</u>	0.44 <u>0.40</u>	A	6,109 <u>5,542</u>	0.41 <u>0.37</u>	A						
Churn Creek Road – E. Niles Lane to Rancho Road	5,000	0.33	A	4,300	0.29	A	6,488 <u>6,057</u>	0.43 <u>0.40</u>	A	6,193 <u>5,707</u>	0.41 <u>0.38</u>	A						
Churn Creek Road – Rancho Road to I-5	17,000	1.13 <u>0.94</u>	F E	13,300	0.89 <u>0.74</u>	D C	17,248 <u>17,176</u>	1.15 <u>0.95</u>	F E	13,616 <u>13,535</u>	0.91 <u>0.75</u>	E C						

Notes: Shaded areas indicate unacceptable operations. Shaded and bold areas indicate project significant impact.

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010

**Table 3.12-21
Intersection Level of Service – Cumulative Plus Project Conditions**

INTERSECTIONS														
Location	Cumulative Conditions				Cumulative Plus Project Conditions				Cumulative Plus Project (Mitigated)				Mitigations	Fair Share
	PM Peak		MD Peak		PM Peak		MD Peak		PM Peak		MD Peak			
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
Cypress Avenue / I-5 SB Ramps	88 <u>87</u>	F	23 <u>24</u>	C	97 <u>94</u>	F	25 <u>24</u>	C	76 <u>93.9</u>	E	22	B	(3.12-56a) Add left-turn lane to SB approach	12% <u>**</u>
Cypress Avenue / I-5 NB Ramps	75	F	141 <u>147</u>	F	87 <u>83</u>	F	130 <u>155</u>	F	78 <u>83</u>	E	116	F	(3.12-56b) Add left-turn lane to NB approach	12% <u>**</u>
Bonnyview Road / I-5 SB Ramps	42 <u>45</u>	D	46 <u>50</u>	D	49 <u>47</u>	D	53 <u>52</u>	D	47.2 <u>47.2</u>	<u>D</u>	52.2 <u>52.2</u>	<u>D</u>		
Bonnyview Road / I-5 NB Ramps	66 <u>73</u>	E	48 <u>52</u>	D	111 <u>98</u>	F	104 <u>83</u>	F	55 <u>96.5</u>	E	45	D	(3.12-56c) Add left-turn lane to NB approach	16% <u>12%****</u>
Churn Creek Road / Rancho Road	203	F	24	C	697 <u>539</u>	F	218 <u>124</u>	F	20 <u>29.2</u>	C	17	B	(3.12-56d) Install traffic signal	18% <u>**</u>
Churn Creek Road / E Niles Lane	10	B	10	B	11	B	12 <u>11</u>	B						
Knighton Road / Airport Road	18	B	13	B	26 <u>24</u>	C	18 <u>16</u>	B						
Knighton Road / Churn Creek Road	7	A	7	A	7	A	7	A						
Knighton Rd / Churn Creek Rd / Pacheco Rd	15	B	10 <u>11</u>	B <u>C</u>	19 <u>22</u>	B <u>C</u>	13 <u>14</u>	B	<u>22.1</u>	<u>C</u>	<u>18.0</u>	<u>B</u>	(3.12-56i) Improve Intersection	47%
Knighton Road / I-5 NB Ramps	24 <u>18</u>	C	15	B <u>C</u>	-- <u>*</u>	F	-- <u>*</u>	F	34 <u>57.4</u>	E <u>E</u>	23 <u>43.2</u>	C	(3.12-56f) Improve Intersection	79% <u>***</u>
Knighton Road / I-5 SB Ramps	63 <u>69</u>	F	16	C	-- <u>*</u>	F	-- <u>*</u>	F	27 <u>28.6</u>	C	30 <u>16.8</u>	C	(3.12-56e) Improve Intersection	83% <u>***</u>
Knighton Road / Riverland Drive	8	A	8	A	8	A	8	A						
Riverside Avenue / I-5 SB Ramps	--	F	447	F	-- <u>*</u>	F	858 <u>718</u>	F	46 <u>42.3</u>	D	22	C	(3.12-56g) Install traffic signal	22% <u>8%*****</u>

INTERSECTIONS														
Location	Cumulative Conditions				Cumulative Plus Project Conditions				Cumulative Plus Project (Mitigated)				Mitigations	Fair Share
	PM Peak		MD Peak		PM Peak		MD Peak		PM Peak		MD Peak			
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
Riverside Avenue / I-5 NB Ramps	52	F	43	E	97 <u>91</u>	F	52 <u>49</u>	F E	15 <u>12.2</u>	B	28	C	(3.12-56h) Install traffic signal	13% <u>5%*****</u>
Knighton Rd / Project Access	--	--	--	--	32 <u>35</u>	E D	38 <u>43</u>	D						
Churn Creek Rd / Project Access (1)	--	--	--	--	15 <u>14</u>	E B	14 <u>13</u>	B						
Churn Creek Rd / Project Access (2)	--	--	--	--	15 <u>14</u>	B	14 <u>12</u>	B						
Churn Creek Rd / Project Access (3)	--	--	--	--	14 <u>13</u>	B	13 <u>12</u>	B						
Churn Creek Rd / Project Access (4)	--	--	--	--	13	B	12 <u>11</u>	B						

Notes: Shaded areas indicate unacceptable operations; Shaded and bold areas indicate project significant impact.
 --* = Modeling Results Exceed The Ability to Determine LOS (Default to LOS F is Applied)
 ** Fair Share Calculation to be in accordance with Major Road Impact Fees Program adopted by the Board of Supervisors in June 1991 (*Resolution 91-115, A Resolution Establishing Major Road Impact Fees for the South Central Regional Area*).
 *** Fair Share Calculation to be in accordance with *Shasta County Ordinance 665 Public Facilities Impact Fees*.
 **** Intersection fair share calculations are found in Appendix C of this Partially Recirculated Draft EIR.
 ***** Fair Share Calculation for these intersections are based on a revised formula (see Appendix C of this Partially Recirculated Draft EIR) to account for existing unacceptable Level of Service at each location that the proposed project is not responsible for.

Source: Fehr & Peers, 2009/2010 / Quad Knopf, 2010 / Kittelson & Associates, 2010

New Information and Mitigation Measures

Revisions to Draft EIR Section 3.12 are presented in their entirety in Chapter Two of this Partially Recirculated Draft EIR. A “track changes” version of the text is also included in [Appendix A](#) for those wishing to compare one version with the other. The following is a summary of new information and conclusions in the revised text and additional proposed mitigation measures (conclusions are shown in bold and proposed mitigation is shown in italics):

INCORPORATION OF I-5 MAINLINE AND RELATED FREEWAY RAMP MERGE/DIVERGE ANALYSIS

In response to comments on the Draft EIR circulated for public review and comment, a freeway mainline analysis was completed for the section of I-5 between State Route (SR) 44 and North Street-Balls Ferry Road. In completing this analysis, traffic volume data on I-5 was balanced between the interchanges to ensure the traffic was not “lost” between the interchanges. As a result of this analysis, the freeway merge/diverge analysis was updated. The freeway mainline results are presented above in Tables 1 through 3 (identified as Tables 3.12-7, 3.12-16, and 3.12-22 in Chapter Two of this Partially Recirculated Draft EIR) and the merge/diverge/weaving results are presented in Tables 3.12-6, 3.12-14, 3.12-23 and 3.12-24 as shown above.

The following is a summary of the impacts to I-5 mainline and interchange merge/diverges.

Existing Plus Project Condition Mainline Impacts

The results of the I-5 mainline analysis indicate that the following freeway facilities will operate at an unacceptable level. Any improvements to mainline I-5 or merge/diverge/weaving areas on I-5, as recommended below, are the jurisdiction of the California Department of Transportation (Caltrans). Nevertheless, because a guaranteed funding source for the identified improvements has not been identified, or secured, the impacts are considered ***significant and unavoidable***. When funded, implementation of the following mitigation measures, or equivalent alternative measures acceptable to the agency with jurisdiction, will reduce the impacts to a less-than-significant level.

Northbound I-5 mainline between Cypress Avenue and SR 44 – The addition of project traffic will exacerbate unacceptable operations to LOS E during the Saturday mid-day peak hour.

- *Add a third northbound mixed flow travel lane to I-5. This improvement will result in LOS C operations during the Saturday mid-day peak hour.*

Cypress Avenue/I-5 northbound on-ramp weave – The addition of project traffic results in unacceptable LOS F during the Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during the weekday PM peak hour and LOS D operations during the Saturday mid-day peak hour at the weave to I-5 from the northbound Cypress Avenue on-ramp.*

Cumulative Plus Project Condition Mainline Impacts

The results of the mainline analysis indicate the following freeway facilities will operate at an unacceptable level. Any improvements to mainline I-5 or merge/diverge/weaving areas on I-5, as recommended below, are the jurisdiction of the California Department of Transportation (Caltrans). Nevertheless, because a guaranteed funding source for the identified improvements has not been identified, or secured, the impacts below are considered *significant and unavoidable*. When funded, implementation of the following mitigation measures, or equivalent alternative measures acceptable to the agency with jurisdiction, will reduce the impacts to a less-than-significant level.

Northbound I-5 between Cypress Avenue and SR 44 – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound mixed flow travel lane to I-5 between Cypress Avenue and SR 44. This improvement will result in LOS D operations during the PM peak hour and LOS E during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 3%.*

Northbound I-5 between Bonnyview Road and Cypress Avenue – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound mixed flow travel lane to I-5 between Bonnyview Road and Cypress Avenue. This improvement will result in LOS C operations during the PM peak hour and LOS D during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 6%.*

Northbound I-5 between Knighton Road and Bonnyview Road – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound mixed flow travel lane to I-5 between Knighton Road and Bonnyview Road. This improvement will result in LOS C operations during the PM peak hour and LOS D during the Saturday mid-day peak hour. The project's "fair share" of the improvement is 10%.*

Northbound I-5 between Riverside Ave. and Knighton Road – The addition of project traffic will exacerbate unacceptable operations during the Saturday mid-day peak hour.

- *Add a third northbound mixed flow travel lane to I-5 between Riverside Avenue and Knighton Road. This improvement will result in LOS C operations during both the PM peak hour and Saturday mid-day peak hour. The project's "fair share" of the improvement is 9%.*

Southbound I-5 SR 44 to Cypress Avenue – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound mixed flow travel lane to I-5 between SR 44 and Cypress Avenue. This improvement will result in LOS D operations during the PM peak hour. The project’s “fair share” of the improvement is 5%.*

Southbound I-5 Cypress Avenue to Bonnyview Road – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound mixed flow travel lane to I-5 between Cypress Avenue and Bonnyview Road. This improvement will result in LOS D operations during the PM peak hour. The project’s “fair share” of the improvement is 8%.*

Southbound I-5 Bonnyview Road to Knighton Road – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound mixed flow travel lane to I-5 between Bonnyview Road and Knighton Road. This improvement will result in LOS D operations during the PM peak hour. The project’s “fair share” of the improvement is 14%.*

Southbound I-5 Knighton Road to Riverside Avenue – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound mixed flow travel lane to I-5 between Knighton Road and Riverside Avenue. This improvement will result in LOS D operations during the PM peak hour. The project’s “fair share” of the improvement is 13%.*

Southbound I-5 Riverside Avenue to North Street-Balls Ferry Road – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound mixed flow travel lane to I-5 between Riverside Avenue and North Street-Balls Ferry Road. This improvement will result in LOS D operations during the PM peak hour. The project’s “fair share” of the improvement is 10%.*

Cypress Avenue/I-5 NB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS E operations during the Saturday mid-day peak hour at the weave to I-5 from the northbound Cypress Avenue on-ramp. The project’s “fair share” of the improvement is 3%.*

Cypress Avenue/I-5 NB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5. This improvement will result in LOS D operations during both the weekday PM peak hour and the Saturday mid-day peak hour at the diverge from I-5 to the northbound off-ramp to Cypress Avenue. The project’s “fair share” of the improvement is 6%.*

Cypress Avenue/I-5 SB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the weave from I-5 to the southbound off-ramp to Cypress Avenue. The project’s “fair-share” of the improvement is 5%.*

Cypress Avenue/I-5 SB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the merge to I-5 to from the southbound Cypress Avenue on-ramp. The project’s “fair share” of the improvement is 8%.*

Bonnyview Road/I-5 NB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5 between Bonnyview Road and Cypress Avenue. This improvement will result in LOS D operations during both the PM peak hour and Saturday mid-day peak hour. The project’s “fair share” of the improvement is 6%.*

Bonnyview Road/I-5 NB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5 between Knighton Road and Bonnyview Road. This improvement will result in LOS D operations during both the PM peak hour and Saturday mid-day peak hour. The project’s “fair share” of the improvement is 10%.*

Bonnyview Road/I-5 SB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5 . This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the diverge from I-5 to the southbound off-ramp to Bonnyview Road. The project’s “fair share” of the improvement is 8%.*

Bonnyview Road/I-5 SB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the merge to I-5 from the southbound Bonnyview Road on-ramp. The project’s “fair share” of the improvement is 14%.*

Knighton Road/I-5 NB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5 between Knighton Road and Bonnyview Road. This improvement will result in LOS C operations during the PM peak hour and LOS D operations during the Saturday mid-day peak hour. The project’s “fair share” of the improvement is 10%.*

Knighton Road/I-5 NB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during the weekday PM peak hour and LOS D operations during the Saturday mid-day peak hour at the diverge from I-5 to the northbound off-ramp to Bonnyview Road. The project’s “fair share” of the improvement is 9%.*

Knighton Road/I-5 SB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the diverge from I-5 to the southbound off-ramp to Knighton Road. The project’s “fair share” of the improvement is 14%.*

Knighton Road/I-5 SB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the merge to I-5 from the southbound Knighton Road on-ramp. The project’s “fair share” of the improvement is 13%.*

Riverside Avenue/I-5 NB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during both the weekday PM peak hour and the Saturday mid-day peak hour at the merge to I-5 from the northbound Riverside Avenue on-ramp. The project’s “fair share” of the improvement is 9%.*

Riverside Avenue/I-5 NB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour and Saturday mid-day peak hour.

- *Add a third northbound travel lane to I-5. This improvement will result in LOS C operations during both the PM peak hour and Saturday mid-day peak hour at the diverge from the northbound Riverside Avenue off-ramp. The project's "fair share" of the improvement is 8%.*

Riverside Avenue/I-5 SB off-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS C operations during the Saturday mid-day peak hour at the mainline diverge from I-5 to the southbound off-ramp to Riverside Avenue. The project's "fair share" of the improvement is 13%.*

Riverside Avenue/I-5 SB on-ramp – The addition of project traffic will exacerbate unacceptable operations during the PM peak hour.

- *Add a third southbound travel lane to I-5. This improvement will result in LOS D operations during the weekday PM peak hour and LOS B operations during the Saturday mid-day peak hour at the mainline merge to I-5 from the southbound Riverside Avenue on-ramp. The project's "fair share" of the improvements is 10%.*

INCORPORATION OF TRAVEL CENTERS OF AMERICA (TA) TRUCK STOP ANALYSIS

During the Draft EIR public review and comment period between October 30, 2009 and December 28, 2009 comments were received concerning the need to address the impact of additional traffic generated by the proposed project on the truck stop located adjacent to, and south of, the project site. This issue has been addressed by adding Impact 3.12-8 into this partially recirculated Draft EIR Traffic and Circulation section.

As part of the proposed project, a reconfiguration of the access points along Knighton Road is proposed to accommodate the site circulation for the proposed project and the TA and improve safety along Knighton Road. These access points are intended to operate as two truck-only driveways and two auto-only driveways to the site. Although the driveways have recommended access restrictions indicated by signs, field visits observed autos and trucks regularly entering and exiting the site as unrestricted movements via all of the access points. No current access is provided via Churn Creek Road-Pacheco Road to the site.

Based on the analysis presented in the Impact 3.12-8 discussion, the proposed circulation plan for the TA site and on Knighton Road and Churn Creek Road-Pacheco Road will provide acceptable traffic operations and improved safety on Knighton Road. The findings of the analysis are highlighted below.

- The existing circulation pattern on Knighton Road includes four full-access driveways serving the TA site. The proposed circulation pattern consolidates the access points on

Knighton Road into one signalized access and two right-in only driveways on Knighton Road and provides truck egress onto Knighton Road via the existing signal at the Knighton Road/Churn Creek Road-Pacheco Road intersection.

- The proposed circulation plan results in the same number of access points for the TA site that currently exist; however, access to a signal is provided for all left turns from the site onto Knighton Road. The proposed circulation plan reduces activity on Knighton Road and decreases the number of potential conflicts by directing traffic to key locations, resulting in improved safety along the corridor.
- All of the study intersections are expected to operate under capacity and at level of service “C” or better during the existing no project, existing with project, and cumulative with project scenarios (assuming the proposed circulation plan for the with project scenarios).
- Currently, approximately 100 trucks access (enter or exit) the TA site from Knighton Road during the weekday p.m. peak hour. The proposed circulation plan reroutes trucks exiting the site onto Churn Creek Road-Pacheco Road, resulting in approximately 40 trucks using Churn Creek Road-Pacheco Road during the weekday p.m. peak hour.
- No queuing issues are anticipated under the with project scenarios.

1.3 Partially Recirculated Draft EIR Process

CEQA requires that the lead agency evaluate and respond to comments as provided in CEQA Guidelines Section 15088. Guidelines Section 15088.5, subdivision (f)(2), provides:

When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

The Partially Recirculated Draft EIR will be subject to review and comment by the public, as well as all responsible agencies and other interested parties, agencies and organizations for a period of no less than 45 days. The Partially Recirculated Draft EIR is available for public review at the following address:

Shasta County Department of Resource Management, Planning Division
1855 Placer Street, Suite 103
Redding, California 96001

The Partially Recirculated Draft EIR will also be available for public review at:

Shasta County Library - Anderson

3200 West Center Street
Anderson, CA 96007

Shasta County Library - Redding

1100 Parkview Avenue
Redding, CA 96001

In accordance with Section 15150(b) of the CEQA Guidelines, all documents and/or portions of documents incorporated into this Partially Recirculated Draft EIR by reference are also available for public inspection at the Shasta County Department of Resource Management, Planning Division at the above address.

Following the close of the comment period, the County will prepare the Final EIR. The Final EIR will include all comments received in writing during the comment periods for both the Draft EIR and the Partially Recirculated Draft EIR. In the Final EIR, the County will respond to all comments submitted on the Draft EIR, as well as all comments submitted on the supplemental and revised materials released as part of the Partially Recirculated Draft EIR.

Pursuant to CEQA Guidelines Section 15088.5, subdivision (f)(2), Shasta County, in the Final EIR, will only respond to (i) comments received during the initial Draft EIR circulation period that relate to chapters or portions of the document that were not revised and recirculated and (ii) comments received during the recirculation period that relate to the chapters or portions of the Draft EIR that were revised and recirculated. In other words, *the partial recirculation is not an opportunity to re-submit comments on previously published topics, or add additional comments on previously published topics.* Readers are therefore cautioned not to make comments on issues not directly implicated by this Partially Recirculated Draft EIR. The Final EIR will be published and made available to commenting agencies a minimum of ten days prior to a hearing by the Shasta County Board of Supervisors to consider its adequacy in accordance with the CEQA Guidelines and County Guidelines.

In the event that the County Board of Supervisors approves the proposed project, written findings of fact will be prepared and adopted in which the Board identifies all significant effects and adopts mitigation measures. In the findings of fact, the Board may, if it so chooses, reject mitigation measures and/or alternatives, and provide a written explanation of its reasons for doing so (see Pub. Resources Code, Section 21081, subd. (a); CEQA Guidelines, Section 15091, subd. (a)). If the Board chooses to approve a project that would result in an unavoidable significant impact, it must adopt a statement of overriding considerations, which must explain the benefits of the project that, on balance, have caused the Board to choose to accept a significant adverse environmental impact.

1.4 Submitting Comments on the Adequacy of this Partially Recirculated Draft EIR

As a member of the public or a representative of a public agency you may provide comments on the adequacy of this Partially Recirculated Draft EIR. You may send in written comments to Shasta County at the following address:

Lisa Lozier, AICP, Senior Planner
County of Shasta
Department of Resource Management, Planning Division
1855 Placer Street, Suite 103
Redding, California 96001
Phone: (530) 225-5532

Section 15204 of the State CEQA Guidelines states, in pertinent part, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors.