

**Rocklin Commons Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

Blue Areas = Input areas

| 2001 AM Peak Hour (38% of the Peak Period) | | | | | | | | |
|--|----------|-------|-------|-----|-----------|-------|-----|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 577 | 591 | 514 | 82 | 289 | 506 | 865 | 105 |
| 2 | 157 | 966 | 0 | 748 | 384 | 797 | 0 | 690 |
| 3 | 315 | 1,341 | 0 | 797 | 0 | 658 | 831 | 966 |
| 4 | 0 | 1,092 | 1,024 | 658 | 206 | 1,227 | 0 | 1,341 |
| 5 | 65 | 429 | 104 | 220 | 125 | 210 | 60 | 424 |
| 6 | 142 | 0 | 118 | 22 | 18 | 0 | 111 | 153 |
| 7 | 422 | 506 | 346 | 149 | 180 | 222 | 543 | 479 |
| 8 | 543 | 182 | 283 | 0 | 346 | 46 | 616 | 0 |
| 9 | 609 | 0 | 368 | 16 | 298 | 0 | 553 | 141 |
| 10 | 553 | 471 | 271 | 0 | 368 | 325 | 603 | 1 |
| 11 | 603 | 0 | 428 | 83 | 271 | 0 | 601 | 241 |
| 12 | 601 | 0 | 428 | 0 | 428 | 0 | 601 | 0 |
| 13 | 601 | 376 | 450 | 611 | 428 | 197 | 524 | 889 |
| 14 | 687 | 235 | 182 | 0 | 399 | 229 | 476 | 0 |
| 15 | 266 | 0 | 316 | 115 | 278 | 0 | 130 | 289 |
| 16 | 130 | 246 | 193 | 0 | 316 | 75 | 178 | 0 |
| 17 | 0 | 247 | 44 | 38 | 0 | 46 | 148 | 135 |
| 18 | 129 | 0 | 349 | 199 | 31 | 0 | 272 | 375 |
| 19 | 255 | 62 | 119 | 12 | 156 | 33 | 207 | 51 |
| 20 | 263 | 85 | 147 | 0 | 231 | 38 | 226 | 0 |
| 21 | 385 | 314 | 300 | 229 | 190 | 118 | 620 | 299 |
| 22 | | | | | | | | |

| 2025 AM Peak Hour (38% of the Peak Period) | | | | | | | | |
|--|----------|-------|-------|-------|-----------|-------|-------|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 578 | 736 | 444 | 157 | 306 | 342 | 836 | 432 |
| 2 | 408 | 1,760 | 0 | 1,139 | 594 | 1,189 | 0 | 1,523 |
| 3 | 637 | 1,971 | 0 | 1,189 | 0 | 1,101 | 936 | 1,760 |
| 4 | 0 | 1,730 | 1,245 | 1,101 | 485 | 1,620 | 0 | 1,971 |
| 5 | 211 | 881 | 346 | 379 | 451 | 272 | 217 | 877 |
| 6 | 297 | 420 | 340 | 173 | 165 | 172 | 491 | 403 |
| 7 | 1,497 | 824 | 1,188 | 227 | 734 | 419 | 1,675 | 908 |
| 8 | 1,675 | 698 | 984 | 0 | 1,188 | 290 | 1,879 | 0 |
| 9 | 1,844 | 0 | 1,208 | 106 | 1,049 | 0 | 1,629 | 480 |
| 10 | 1,629 | 1,048 | 1,271 | 67 | 1,208 | 132 | 2,472 | 204 |
| 11 | 1,850 | 156 | 1,355 | 747 | 1,825 | 456 | 1,814 | 15 |
| 12 | 1,814 | 341 | 1,508 | 172 | 1,253 | 295 | 1,866 | 420 |
| 13 | 1,843 | 1,086 | 1,254 | 1,047 | 1,528 | 433 | 1,485 | 1,785 |
| 14 | 1,137 | 520 | 340 | 0 | 715 | 558 | 725 | 0 |
| 15 | 596 | 0 | 459 | 419 | 593 | 0 | 284 | 597 |
| 16 | 284 | 475 | 400 | 0 | 459 | 191 | 508 | 0 |
| 17 | 0 | 673 | 223 | 144 | 0 | 225 | 218 | 596 |
| 18 | 456 | 0 | 759 | 419 | 187 | 0 | 482 | 965 |
| 19 | 1,167 | 485 | 609 | 20 | 1,061 | 204 | 853 | 162 |
| 20 | 1,184 | 440 | 638 | 0 | 825 | 228 | 1,210 | 0 |
| 21 | 773 | 739 | 412 | 438 | 383 | 294 | 1,060 | 625 |
| 22 | | | | | | | | |

| 2001 PM Peak Hour (28% of the Peak Period) | | | | | | | | |
|--|----------|-------|-------|-------|-----------|-------|-----|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 395 | 513 | 1,087 | 44 | 703 | 651 | 611 | 75 |
| 2 | 783 | 962 | 0 | 834 | 438 | 1,342 | 0 | 799 |
| 3 | 250 | 1,109 | 0 | 1,342 | 0 | 744 | 995 | 962 |
| 4 | 0 | 743 | 909 | 744 | 378 | 909 | 0 | 1,109 |
| 5 | 188 | 362 | 116 | 463 | 83 | 535 | 167 | 343 |
| 6 | 82 | 0 | 212 | 214 | 169 | 0 | 274 | 64 |
| 7 | 307 | 353 | 806 | 596 | 570 | 704 | 500 | 288 |
| 8 | 500 | 97 | 819 | 0 | 806 | 182 | 429 | 0 |
| 9 | 450 | 0 | 714 | 168 | 810 | 0 | 440 | 81 |
| 10 | 440 | 263 | 667 | 1 | 714 | 191 | 466 | 0 |
| 11 | 466 | 0 | 724 | 438 | 667 | 0 | 404 | 557 |
| 12 | 404 | 0 | 724 | 0 | 724 | 0 | 404 | 0 |
| 13 | 404 | 224 | 765 | 585 | 724 | 355 | 539 | 359 |
| 14 | 622 | 260 | 664 | 0 | 912 | 334 | 300 | 0 |
| 15 | 411 | 0 | 351 | 141 | 323 | 0 | 211 | 370 |
| 16 | 211 | 408 | 228 | 0 | 351 | 123 | 373 | 0 |
| 17 | 0 | 79 | 145 | 116 | 0 | 203 | 63 | 74 |
| 18 | 41 | 0 | 292 | 355 | 118 | 0 | 340 | 229 |
| 19 | 239 | 46 | 302 | 31 | 350 | 66 | 186 | 18 |
| 20 | 337 | 71 | 310 | 0 | 380 | 115 | 222 | 0 |
| 21 | 220 | 150 | 744 | 484 | 338 | 409 | 490 | 361 |
| 22 | | | | | | | | |

| 2025 PM Peak Hour (28% of the Peak Period) | | | | | | | | |
|--|----------|-------|-------|-------|-----------|-------|-------|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 382 | 404 | 994 | 380 | 671 | 795 | 530 | 163 |
| 2 | 1,077 | 1,232 | 0 | 1,689 | 786 | 1,997 | 0 | 1,215 |
| 3 | 466 | 1,363 | 0 | 1,997 | 0 | 1,291 | 1,303 | 1,232 |
| 4 | 0 | 1,000 | 936 | 1,291 | 534 | 1,330 | 0 | 1,363 |
| 5 | 515 | 474 | 365 | 1,038 | 255 | 1,022 | 509 | 606 |
| 6 | 483 | 390 | 807 | 557 | 566 | 594 | 754 | 323 |
| 7 | 1,016 | 608 | 1,898 | 1,014 | 1,668 | 935 | 1,533 | 400 |
| 8 | 1,533 | 507 | 1,967 | 0 | 1,898 | 757 | 1,352 | 0 |
| 9 | 1,436 | 0 | 1,719 | 576 | 1,943 | 0 | 1,481 | 306 |
| 10 | 1,481 | 729 | 1,860 | 880 | 1,719 | 314 | 2,438 | 480 |
| 11 | 1,757 | 716 | 1,957 | 795 | 2,887 | 680 | 1,511 | 146 |
| 12 | 1,511 | 634 | 1,929 | 594 | 1,926 | 362 | 1,990 | 390 |
| 13 | 2,027 | 604 | 1,765 | 1,040 | 1,926 | 1,170 | 1,712 | 629 |
| 14 | 864 | 389 | 826 | 0 | 1,181 | 409 | 489 | 0 |
| 15 | 500 | 0 | 624 | 240 | 465 | 0 | 366 | 532 |
| 16 | 366 | 519 | 522 | 0 | 624 | 203 | 580 | 0 |
| 17 | 0 | 393 | 210 | 583 | 0 | 639 | 263 | 284 |
| 18 | 226 | 0 | 527 | 1,048 | 356 | 0 | 872 | 572 |
| 19 | 1,307 | 203 | 1,066 | 106 | 1,327 | 504 | 824 | 28 |
| 20 | 1,075 | 305 | 1,442 | 0 | 1,400 | 536 | 885 | 0 |
| 21 | 374 | 274 | 1,001 | 646 | 637 | 759 | 507 | 392 |
| 22 | | | | | | | | |

**Rocklin Commons Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

Project Driveway don't apply factor

| AM Peak Hour DIFFERENCE (2025-2001) | | | | | | | | |
|-------------------------------------|----------|-----|-------|-----|-----------|-----|-------|-----|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 1 | 145 | 0 | 75 | 17 | 0 | 0 | 327 |
| 2 | 251 | 794 | 0 | 391 | 211 | 392 | 0 | 833 |
| 3 | 321 | 630 | 0 | 392 | 0 | 443 | 105 | 794 |
| 4 | 0 | 637 | 222 | 443 | 279 | 393 | 0 | 630 |
| 5 | 146 | 452 | 241 | 160 | 326 | 62 | 158 | 453 |
| 6 | 155 | 420 | 221 | 151 | 147 | 172 | 380 | 250 |
| 7 | 1,074 | 317 | 842 | 77 | 553 | 197 | 1,132 | 429 |
| 8 | 1,132 | 516 | 701 | 0 | 842 | 244 | 1,264 | 0 |
| 9 | 1,235 | 0 | 840 | 90 | 751 | 0 | 1,076 | 339 |
| 10 | 1,076 | 577 | 1,001 | 67 | 840 | 0 | 1,869 | 203 |
| 11 | 1,247 | 156 | 928 | 665 | 1,554 | 456 | 1,212 | 0 |
| 12 | 1,212 | 341 | 1,080 | 172 | 826 | 295 | 1,265 | 420 |
| 13 | 1,242 | 710 | 804 | 436 | 1,100 | 236 | 961 | 896 |
| 14 | 451 | 285 | 158 | 0 | 316 | 329 | 249 | 0 |
| 15 | 330 | 0 | 143 | 304 | 315 | 0 | 154 | 308 |
| 16 | 154 | 229 | 207 | 0 | 143 | 116 | 330 | 0 |
| 17 | 0 | 426 | 179 | 106 | 0 | 179 | 70 | 461 |
| 18 | 327 | 0 | 410 | 220 | 156 | 0 | 210 | 590 |
| 19 | 912 | 423 | 490 | 8 | 905 | 171 | 646 | 111 |
| 20 | 921 | 355 | 491 | 0 | 593 | 190 | 984 | 0 |
| 21 | 389 | 425 | 112 | 209 | 193 | 176 | 440 | 326 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Take 79% of difference to bring up to 2006 | | | | | | | | |
|--|----------|-----|-----|-----|-----------|-----|-------|-----|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 1 | 114 | 0 | 59 | 14 | 0 | 0 | 259 |
| 2 | 198 | 627 | 0 | 309 | 166 | 310 | 0 | 658 |
| 3 | 254 | 498 | 0 | 310 | 0 | 350 | 83 | 627 |
| 4 | 0 | 503 | 175 | 350 | 221 | 310 | 0 | 498 |
| 5 | 116 | 357 | 191 | 126 | 258 | 49 | 125 | 358 |
| 6 | 123 | 332 | 175 | 119 | 116 | 136 | 300 | 197 |
| 7 | 849 | 251 | 665 | 61 | 437 | 156 | 894 | 339 |
| 8 | 894 | 407 | 554 | 0 | 665 | 193 | 998 | 0 |
| 9 | 976 | 0 | 664 | 71 | 593 | 0 | 850 | 268 |
| 10 | 850 | 455 | 791 | 67 | 664 | 0 | 1,477 | 203 |
| 11 | 985 | 156 | 733 | 525 | 1,228 | 456 | 958 | 0 |
| 12 | 958 | 341 | 854 | 136 | 652 | 295 | 1,000 | 332 |
| 13 | 981 | 561 | 635 | 344 | 869 | 187 | 759 | 708 |
| 14 | 356 | 225 | 125 | 0 | 250 | 260 | 197 | 0 |
| 15 | 260 | 0 | 113 | 241 | 249 | 0 | 121 | 244 |
| 16 | 121 | 181 | 163 | 0 | 113 | 92 | 261 | 0 |
| 17 | 0 | 336 | 141 | 84 | 0 | 142 | 55 | 364 |
| 18 | 259 | 0 | 324 | 174 | 123 | 0 | 166 | 466 |
| 19 | 720 | 334 | 387 | 6 | 715 | 135 | 510 | 88 |
| 20 | 728 | 281 | 388 | 0 | 469 | 150 | 778 | 0 |
| 21 | 307 | 336 | 88 | 165 | 152 | 139 | 347 | 258 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PM Peak Hour DIFFERENCE (2025-2001) | | | | | | | | |
|-------------------------------------|----------|-----|-------|-----|-----------|-----|-------|-----|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 0 | 0 | 0 | 336 | 0 | 144 | 0 | 88 |
| 2 | 294 | 270 | 0 | 855 | 348 | 655 | 0 | 416 |
| 3 | 216 | 254 | 0 | 655 | 0 | 547 | 308 | 270 |
| 4 | 0 | 257 | 27 | 547 | 156 | 421 | 0 | 254 |
| 5 | 327 | 112 | 249 | 575 | 172 | 487 | 342 | 263 |
| 6 | 401 | 390 | 595 | 343 | 397 | 594 | 480 | 259 |
| 7 | 709 | 255 | 1,092 | 418 | 1,098 | 231 | 1,033 | 112 |
| 8 | 1,033 | 410 | 1,148 | 0 | 1,092 | 575 | 923 | 0 |
| 9 | 986 | 0 | 1,005 | 408 | 1,133 | 0 | 1,041 | 225 |
| 10 | 1,041 | 466 | 1,193 | 879 | 1,005 | 123 | 1,972 | 480 |
| 11 | 1,291 | 716 | 1,233 | 357 | 2,220 | 680 | 1,107 | 0 |
| 12 | 1,107 | 634 | 1,205 | 594 | 1,202 | 362 | 1,586 | 390 |
| 13 | 1,623 | 380 | 1,000 | 455 | 1,202 | 815 | 1,173 | 270 |
| 14 | 242 | 129 | 162 | 0 | 269 | 75 | 189 | 0 |
| 15 | 89 | 0 | 273 | 99 | 142 | 0 | 155 | 162 |
| 16 | 155 | 111 | 294 | 0 | 273 | 80 | 207 | 0 |
| 17 | 0 | 314 | 65 | 467 | 0 | 436 | 200 | 210 |
| 18 | 185 | 0 | 235 | 693 | 238 | 0 | 532 | 343 |
| 19 | 1,068 | 157 | 764 | 75 | 977 | 438 | 638 | 10 |
| 20 | 738 | 234 | 1,132 | 0 | 1,020 | 421 | 663 | 0 |
| 21 | 154 | 124 | 257 | 162 | 299 | 350 | 17 | 31 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Take 79% of difference to bring up to 2006 | | | | | | | | |
|--|----------|-----|-----|-----|-----------|-----|-------|-----|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 0 | 0 | 0 | 265 | 0 | 114 | 0 | 70 |
| 2 | 232 | 213 | 0 | 675 | 275 | 517 | 0 | 329 |
| 3 | 171 | 201 | 0 | 517 | 0 | 432 | 243 | 213 |
| 4 | 0 | 203 | 21 | 432 | 123 | 333 | 0 | 201 |
| 5 | 258 | 88 | 197 | 454 | 136 | 385 | 270 | 208 |
| 6 | 317 | 308 | 470 | 271 | 314 | 469 | 379 | 205 |
| 7 | 560 | 201 | 863 | 330 | 867 | 182 | 816 | 88 |
| 8 | 816 | 324 | 907 | 0 | 863 | 454 | 729 | 0 |
| 9 | 779 | 0 | 794 | 322 | 895 | 0 | 822 | 178 |
| 10 | 822 | 368 | 942 | 879 | 794 | 97 | 1,558 | 480 |
| 11 | 1,020 | 716 | 974 | 282 | 1,754 | 680 | 875 | 0 |
| 12 | 875 | 634 | 952 | 469 | 950 | 362 | 1,253 | 308 |
| 13 | 1,282 | 300 | 790 | 359 | 950 | 644 | 927 | 213 |
| 14 | 191 | 102 | 128 | 0 | 213 | 59 | 149 | 0 |
| 15 | 70 | 0 | 216 | 78 | 112 | 0 | 122 | 128 |
| 16 | 122 | 88 | 232 | 0 | 216 | 63 | 164 | 0 |
| 17 | 0 | 248 | 51 | 369 | 0 | 344 | 158 | 166 |
| 18 | 146 | 0 | 186 | 547 | 188 | 0 | 420 | 271 |
| 19 | 844 | 124 | 604 | 59 | 772 | 346 | 504 | 8 |
| 20 | 583 | 185 | 894 | 0 | 806 | 333 | 524 | 0 |
| 21 | 122 | 98 | 203 | 128 | 236 | 277 | 13 | 24 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Rocklin Commons Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

| Intersection <small>*Unsignalized Intersection</small> | AM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS | | | | | | | | | | | | AM 2006 RAW LINK VEHICLE VOLUMES | | | | | | | |
|---|---|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|----------------------------------|-------|-------|-------|-----------|-------|-----|-------|
| | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | APPROACH | | | | DEPARTURE | | | |
| | L | T | R | L | T | R | L | T | R | L | T | R | NL | EL | SL | WL | NL | EL | SL | WL |
| 1. Rocklin Road/Pacific Street | 25 | 289 | 496 | 22 | 153 | 43 | 183 | 404 | 19 | 370 | 71 | 99 | 606 | 540 | 810 | 218 | 410 | 832 | 817 | 115 |
| 2. Rocklin Road/Granite Road | 17 | 12 | 11 | 128 | 713 | 12 | 304 | 7 | 104 | 6 | 528 | 567 | 415 | 1,101 | 40 | 853 | 707 | 1,028 | 25 | 649 |
| 3. Rocklin Road/I-80 Westbound Ramps | 0 | 0 | 0 | 0 | 620 | 412 | 157 | 2 | 244 | 339 | 862 | 0 | 403 | 1,201 | 0 | 1,032 | 0 | 777 | 753 | 1,106 |
| 4. Rocklin Road/I-80 Eastbound Ramps | 570 | 2 | 735 | 208 | 569 | 0 | 0 | 0 | 0 | 0 | 631 | 47 | 0 | 678 | 1,307 | 777 | 257 | 1,304 | 0 | 1,201 |
| 5. Domingez Road/Pacific Street | 23 | 68 | 59 | 71 | 318 | 36 | 23 | 16 | 50 | 66 | 292 | 61 | 89 | 419 | 150 | 425 | 200 | 400 | 118 | 365 |
| 6. Domingez Road/Granite Drive | 86 | 90 | 0 | 36 | 0 | 70 | 0 | 255 | 47 | 0 | 0 | 0 | 302 | 0 | 176 | 106 | 126 | 0 | 325 | 133 |
| 7. Sierra College Boulevard/Taylor Road | 153 | 243 | 142 | 65 | 171 | 67 | 23 | 426 | 167 | 172 | 232 | 31 | 616 | 435 | 538 | 303 | 339 | 336 | 665 | 552 |
| 8. Sierra College Boulevard/Brace Road | 0 | 380 | 36 | 0 | 0 | 58 | 68 | 554 | 0 | 67 | 0 | 76 | 622 | 143 | 416 | 58 | 456 | 104 | 679 | 0 |
| 9. Sierra College Boulevard/Granite Drive | 152 | 368 | 74 | 61 | 25 | 34 | 103 | 476 | 63 | 126 | 30 | 41 | 642 | 197 | 594 | 120 | 470 | 202 | 636 | 245 |
| 10. Sierra College Boulevard/I-80 Westbound Ramp | 0 | 460 | 35 | 0 | 0 | 0 | 206 | 458 | 0 | 375 | 0 | 211 | 664 | 586 | 495 | 0 | 671 | 241 | 833 | 0 |
| 11. Sierra College Boulevard/I-80 Eastbound Ramp | 270 | 289 | 0 | 206 | 0 | 115 | 0 | 711 | 122 | 0 | 0 | 0 | 833 | 0 | 559 | 321 | 495 | 0 | 826 | 392 |
| 12. Sierra College Boulevard/Dominguez Road | 0 | 598 | 0 | 0 | 0 | 0 | 0 | 826 | 0 | 0 | 0 | 0 | 826 | 0 | 598 | 0 | 598 | 0 | 826 | 0 |
| 13. Sierra College Boulevard/Rocklin Road | 390 | 463 | 58 | 69 | 114 | 242 | 50 | 432 | 47 | 67 | 173 | 66 | 529 | 306 | 911 | 425 | 598 | 222 | 741 | 610 |
| 14. Taylor Road/Horseshoe Bar Road | 6 | 269 | 66 | 14 | 67 | 22 | 457 | 359 | 6 | 45 | 14 | 406 | 822 | 465 | 341 | 103 | 689 | 590 | 426 | 26 |
| 15. Horseshoe Bar Road/I-80 Westbound Ramp | 162 | 433 | 68 | 74 | 33 | 76 | 17 | 233 | 419 | 39 | 80 | 30 | 669 | 149 | 663 | 183 | 537 | 118 | 348 | 661 |
| 16. Horseshoe Bar Road/I-80 Eastbound Ramp | 0 | 353 | 50 | 0 | 0 | 0 | 98 | 245 | 0 | 55 | 0 | 312 | 343 | 367 | 403 | 0 | 665 | 148 | 300 | 0 |
| 17. Barton Road/Brace Road | 133 | 0 | 155 | 0 | 79 | 124 | 0 | 0 | 0 | 105 | 110 | 0 | 0 | 215 | 288 | 203 | 0 | 234 | 229 | 243 |
| 18. Barton Road/Rocklin Road | 240 | 55 | 0 | 83 | 0 | 87 | 0 | 72 | 98 | 0 | 0 | 0 | 170 | 0 | 295 | 170 | 138 | 0 | 159 | 338 |
| 19. Sierra College Boulevard/King Rd | 2 | 190 | 18 | 3 | 16 | 4 | 100 | 425 | 17 | 41 | 11 | 65 | 542 | 117 | 210 | 23 | 258 | 134 | 470 | 30 |
| 20. Sierra College Boulevard/English Colony Way | 0 | 257 | 1 | 0 | 0 | 0 | 71 | 518 | 0 | 4 | 0 | 37 | 589 | 41 | 258 | 0 | 294 | 72 | 522 | 0 |
| 21. Taylor Road/King Road | 229 | 376 | 67 | 211 | 96 | 242 | 60 | 323 | 0 | 103 | 102 | 119 | 383 | 324 | 672 | 549 | 706 | 223 | 668 | 331 |
| 22. Sierra College Boulevard/Black Willow Street | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Intersection <small>*Unsignalized Intersection</small> | PM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS | | | | | | | | | | | | PM 2006 RAW LINK VEHICLE VOLUMES | | | | | | | |
|---|---|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|------|-----|----------------------------------|-------|-------|-------|-----------|-------|-------|-------|
| | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | APPROACH | | | | DEPARTURE | | | |
| | L | T | R | L | T | R | L | T | R | L | T | R | NL | EL | SL | WL | NL | EL | SL | WL |
| 1. Pacific Street/Rocklin Road | 41 | 443 | 509 | 34 | 113 | 23 | 122 | 514 | 21 | 595 | 148 | 221 | 657 | 964 | 993 | 170 | 698 | 744 | 1,132 | 210 |
| 2. Granite Road/Rocklin Road | 23 | 14 | 35 | 233 | 676 | 23 | 489 | 16 | 357 | 40 | 745 | 586 | 862 | 1,371 | 72 | 932 | 833 | 1,200 | 79 | 1,125 |
| 3. Rocklin Road/I-80 Westbound Ramps | 0 | 0 | 0 | 0 | 686 | 516 | 52 | 2 | 258 | 503 | 1102 | 0 | 312 | 1,605 | 0 | 1,202 | 0 | 738 | 1,021 | 1,360 |
| 4. Rocklin Road/I-80 Eastbound Ramps | 548 | 1 | 602 | 211 | 527 | 0 | 0 | 0 | 0 | 0 | 1057 | 119 | 0 | 1,176 | 1,151 | 738 | 331 | 1,129 | 0 | 1,605 |
| 5. Dominguez Road/Pacific Street | 25 | 19 | 46 | 27 | 401 | 20 | 38 | 46 | 129 | 28 | 460 | 18 | 213 | 506 | 90 | 448 | 64 | 485 | 94 | 614 |
| 6. Granite Drive/Dominguez Road | 30 | 293 | 0 | 60 | 0 | 63 | 0 | 197 | 24 | 0 | 0 | 0 | 221 | 0 | 323 | 123 | 353 | 0 | 260 | 54 |
| 7. Sierra College Boulevard/Taylor Road | 120 | 551 | 253 | 152 | 305 | 97 | 26 | 341 | 109 | 207 | 266 | 36 | 476 | 509 | 924 | 554 | 739 | 584 | 645 | 495 |
| 8. Sierra College Boulevard/Brace Road | 0 | 567 | 99 | 0 | 0 | 87 | 84 | 514 | 0 | 75 | 0 | 92 | 598 | 167 | 666 | 87 | 659 | 183 | 676 | 0 |
| 9. Sierra College Boulevard/Granite Drive | 96 | 526 | 72 | 131 | 32 | 178 | 70 | 504 | 67 | 112 | 20 | 35 | 641 | 167 | 694 | 341 | 692 | 174 | 794 | 183 |
| 10. Sierra College Boulevard/I-80 Westbound Ramp | 0 | 560 | 38 | 0 | 0 | 0 | 213 | 576 | 0 | 320 | 0 | 159 | 789 | 479 | 598 | 0 | 719 | 251 | 896 | 0 |
| 11. Sierra College Boulevard/I-80 Eastbound Ramp | 334 | 387 | 0 | 211 | 0 | 31 | 0 | 672 | 224 | 0 | 0 | 0 | 896 | 0 | 721 | 242 | 598 | 0 | 703 | 558 |
| 12. Sierra College Boulevard/Dominguez Road | 0 | 805 | 0 | 0 | 0 | 0 | 0 | 703 | 0 | 0 | 0 | 0 | 703 | 0 | 805 | 0 | 805 | 0 | 703 | 0 |
| 13. Sierra College Boulevard/Rocklin Road | 298 | 604 | 52 | 171 | 235 | 404 | 67 | 505 | 78 | 30 | 139 | 30 | 650 | 199 | 954 | 810 | 805 | 354 | 939 | 515 |
| 14. Taylor Road/Horseshoe Bar Road/ | 8 | 476 | 104 | 7 | 12 | 8 | 409 | 409 | 10 | 77 | 13 | 572 | 828 | 662 | 588 | 27 | 1,055 | 525 | 494 | 31 |
| 15. Horseshoe Bar Road/I-80 Westbound Ramp | 88 | 373 | 177 | 75 | 46 | 67 | 48 | 202 | 387 | 140 | 50 | 72 | 637 | 262 | 638 | 188 | 520 | 271 | 409 | 525 |
| 16. Horseshoe Bar Road/I-80 Eastbound Ramp | 0 | 273 | 61 | 0 | 0 | 0 | 157 | 242 | 0 | 114 | 0 | 398 | 399 | 512 | 334 | 0 | 671 | 218 | 356 | 0 |
| 17. Barton Road/Brace Road | 143 | 0 | 72 | 0 | 64 | 150 | 0 | 0 | 0 | 114 | 57 | 0 | 0 | 171 | 215 | 214 | 0 | 136 | 264 | 200 |
| 18. Barton Road/Rocklin Road | 153 | 68 | 0 | 61 | 0 | 242 | 0 | 43 | 55 | 0 | 0 | 0 | 98 | 0 | 221 | 303 | 129 | 0 | 285 | 208 |
| 19. Sierra College Boulevard/King Rd | 2 | 487 | 39 | 21 | 14 | 4 | 63 | 298 | 3 | 15 | 4 | 88 | 364 | 107 | 528 | 39 | 596 | 116 | 317 | 9 |
| 20. Sierra College Boulevard/English Colony Way | 0 | 559 | 4 | 0 | 0 | 0 | 47 | 314 | 0 | 3 | 0 | 57 | 361 | 60 | 563 | 0 | 616 | 51 | 317 | 0 |
| 21. Taylor Road/King Road | 362 | 282 | 114 | 67 | 91 | 317 | 28 | 239 | 0 | 95 | 83 | 32 | 267 | 210 | 758 | 475 | 381 | 233 | 651 | 445 |
| 22. Sierra College Boulevard/Black Willow Street | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Rocklin Commons Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

| 2025 AM Peak Hour REFINED VEH. VOLUMES (2006 + Growth) | | | | | | | | |
|--|----------|-------|-------|-------|-----------|-------|-------|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 607 | 654 | 810 | 277 | 424 | 832 | 817 | 374 |
| 2 | 613 | 1,728 | 40 | 1,162 | 873 | 1,338 | 25 | 1,307 |
| 3 | 657 | 1,699 | 0 | 1,342 | 0 | 1,127 | 836 | 1,733 |
| 4 | 0 | 1,181 | 1,482 | 1,127 | 478 | 1,614 | 0 | 1,699 |
| 5 | 205 | 776 | 341 | 551 | 458 | 449 | 243 | 723 |
| 6 | 425 | 332 | 351 | 225 | 242 | 136 | 625 | 330 |
| 7 | 1,465 | 686 | 1,203 | 364 | 776 | 492 | 1,559 | 891 |
| 8 | 1,516 | 550 | 970 | 58 | 1,121 | 297 | 1,677 | 0 |
| 9 | 1,618 | 197 | 1,258 | 191 | 1,063 | 202 | 1,486 | 513 |
| 10 | 1,514 | 1,041 | 1,286 | 67 | 1,335 | 241 | 2,310 | 203 |
| 11 | 1,818 | 156 | 1,292 | 846 | 1,723 | 456 | 1,784 | 392 |
| 12 | 1,784 | 341 | 1,452 | 136 | 1,250 | 295 | 1,826 | 332 |
| 13 | 1,510 | 867 | 1,546 | 769 | 1,467 | 409 | 1,500 | 1,318 |
| 14 | 1,178 | 690 | 466 | 103 | 939 | 850 | 623 | 26 |
| 15 | 929 | 149 | 776 | 424 | 786 | 118 | 469 | 905 |
| 16 | 464 | 548 | 566 | 0 | 778 | 240 | 561 | 0 |
| 17 | 0 | 551 | 429 | 287 | 0 | 376 | 284 | 607 |
| 18 | 429 | 0 | 619 | 344 | 261 | 0 | 325 | 804 |
| 19 | 1,262 | 451 | 597 | 29 | 973 | 269 | 980 | 118 |
| 20 | 1,317 | 322 | 646 | 0 | 763 | 222 | 1,300 | 0 |
| 21 | 690 | 660 | 760 | 714 | 858 | 362 | 1,015 | 589 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| AM 2025 FINAL LINK VOLUMES | | | | | | | | |
|----------------------------|----------|-------|-------|-------|-----------|-------|-------|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 607 | 654 | 810 | 277 | 424 | 832 | 817 | 374 |
| 2 | 613 | 1,728 | 40 | 1,162 | 873 | 1,338 | 25 | 1,307 |
| 3 | 657 | 1,699 | 0 | 1,342 | 0 | 1,127 | 836 | 1,733 |
| 4 | 0 | 1,181 | 1,482 | 1,127 | 478 | 1,614 | 0 | 1,699 |
| 5 | 205 | 776 | 341 | 551 | 458 | 449 | 243 | 723 |
| 6 | 425 | 332 | 351 | 225 | 242 | 136 | 625 | 330 |
| 7 | 1,465 | 686 | 1,203 | 364 | 776 | 492 | 1,559 | 891 |
| 8 | 1,516 | 550 | 970 | 58 | 1,121 | 297 | 1,677 | 0 |
| 9 | 1,618 | 197 | 1,258 | 191 | 1,063 | 202 | 1,486 | 513 |
| 10 | 1,514 | 1,041 | 1,286 | 67 | 1,335 | 241 | 2,310 | 203 |
| 11 | 1,818 | 156 | 1,292 | 846 | 1,723 | 456 | 1,784 | 392 |
| 12 | 1,784 | 341 | 1,452 | 136 | 1,250 | 295 | 1,826 | 332 |
| 13 | 1,510 | 867 | 1,546 | 769 | 1,467 | 409 | 1,500 | 1,318 |
| 14 | 1,178 | 690 | 466 | 103 | 939 | 850 | 623 | 26 |
| 15 | 929 | 149 | 776 | 424 | 786 | 118 | 469 | 905 |
| 16 | 464 | 548 | 566 | 0 | 778 | 240 | 561 | 0 |
| 17 | 0 | 551 | 429 | 287 | 0 | 376 | 284 | 607 |
| 18 | 429 | 0 | 619 | 344 | 261 | 0 | 325 | 804 |
| 19 | 1,262 | 451 | 597 | 29 | 973 | 269 | 980 | 118 |
| 20 | 1,317 | 322 | 646 | 0 | 763 | 222 | 1,300 | 0 |
| 21 | 690 | 660 | 760 | 714 | 858 | 362 | 1,015 | 589 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 2025 PM Peak Hour REFINED VEH. VOLUMES (2006 + Growth) | | | | | | | | |
|--|----------|-------|-------|-------|-----------|-------|-------|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 657 | 964 | 993 | 435 | 698 | 858 | 1,132 | 280 |
| 2 | 1,094 | 1,584 | 72 | 1,607 | 1,108 | 1,717 | 79 | 1,454 |
| 3 | 483 | 1,806 | 0 | 1,719 | 0 | 1,170 | 1,264 | 1,573 |
| 4 | 0 | 1,379 | 1,172 | 1,170 | 454 | 1,462 | 0 | 1,806 |
| 5 | 471 | 594 | 287 | 902 | 200 | 870 | 364 | 822 |
| 6 | 538 | 308 | 793 | 394 | 667 | 469 | 639 | 259 |
| 7 | 1,036 | 710 | 1,787 | 884 | 1,606 | 766 | 1,461 | 583 |
| 8 | 1,414 | 491 | 1,573 | 87 | 1,522 | 637 | 1,405 | 0 |
| 9 | 1,420 | 167 | 1,488 | 663 | 1,587 | 174 | 1,616 | 361 |
| 10 | 1,611 | 847 | 1,540 | 879 | 1,513 | 348 | 2,454 | 480 |
| 11 | 1,916 | 716 | 1,695 | 524 | 2,352 | 680 | 1,578 | 558 |
| 12 | 1,578 | 634 | 1,757 | 469 | 1,755 | 362 | 1,956 | 308 |
| 13 | 1,932 | 499 | 1,744 | 1,169 | 1,755 | 998 | 1,866 | 728 |
| 14 | 1,019 | 764 | 716 | 27 | 1,268 | 584 | 643 | 31 |
| 15 | 707 | 262 | 854 | 266 | 632 | 271 | 531 | 653 |
| 16 | 521 | 600 | 566 | 0 | 887 | 281 | 520 | 0 |
| 17 | 0 | 419 | 266 | 583 | 0 | 480 | 422 | 366 |
| 18 | 244 | 0 | 407 | 850 | 317 | 0 | 705 | 479 |
| 19 | 1,208 | 231 | 1,132 | 98 | 1,368 | 462 | 821 | 17 |
| 20 | 944 | 245 | 1,457 | 0 | 1,422 | 384 | 841 | 0 |
| 21 | 389 | 308 | 961 | 603 | 617 | 510 | 664 | 469 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PM 2025 FINAL LINK VOLUMES | | | | | | | | |
|----------------------------|----------|-------|-------|-------|-----------|-------|-------|-------|
| NODE NUMBER | APPROACH | | | | DEPARTURE | | | |
| | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 657 | 964 | 993 | 435 | 698 | 858 | 1,132 | 280 |
| 2 | 1,094 | 1,584 | 72 | 1,607 | 1,108 | 1,717 | 79 | 1,454 |
| 3 | 483 | 1,806 | 0 | 1,719 | 0 | 1,170 | 1,264 | 1,573 |
| 4 | 0 | 1,379 | 1,172 | 1,170 | 454 | 1,462 | 0 | 1,806 |
| 5 | 471 | 594 | 287 | 902 | 200 | 870 | 364 | 822 |
| 6 | 538 | 308 | 793 | 394 | 667 | 469 | 639 | 259 |
| 7 | 1,036 | 710 | 1,787 | 884 | 1,606 | 766 | 1,461 | 583 |
| 8 | 1,414 | 491 | 1,573 | 87 | 1,522 | 637 | 1,405 | 0 |
| 9 | 1,420 | 167 | 1,488 | 663 | 1,587 | 174 | 1,616 | 361 |
| 10 | 1,611 | 847 | 1,540 | 879 | 1,513 | 348 | 2,454 | 480 |
| 11 | 1,916 | 716 | 1,695 | 524 | 2,352 | 680 | 1,578 | 558 |
| 12 | 1,578 | 634 | 1,757 | 469 | 1,755 | 362 | 1,956 | 308 |
| 13 | 1,932 | 499 | 1,744 | 1,169 | 1,755 | 998 | 1,866 | 728 |
| 14 | 1,019 | 764 | 716 | 27 | 1,268 | 584 | 643 | 31 |
| 15 | 707 | 262 | 854 | 266 | 632 | 271 | 531 | 653 |
| 16 | 521 | 600 | 566 | 0 | 887 | 281 | 520 | 0 |
| 17 | 0 | 419 | 266 | 583 | 0 | 480 | 422 | 366 |
| 18 | 244 | 0 | 407 | 850 | 317 | 0 | 705 | 479 |
| 19 | 1,208 | 231 | 1,132 | 98 | 1,368 | 462 | 821 | 17 |
| 20 | 944 | 245 | 1,457 | 0 | 1,422 | 384 | 841 | 0 |
| 21 | 389 | 308 | 961 | 603 | 617 | 510 | 664 | 469 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Rocklin Commons Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

| AM 2025 FINAL LINK VOLUMES | | | | | | | | |
|-----------------------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|
| POST-PROCESS THESE NUMBERS | | | | | | | | |
| Intersection | NB IN | NB OUT | SB IN | SB OUT | EB IN | EB OUT | WB IN | WB OUT |
| 1 | 810 | 817 | 607 | 424 | 277 | 374 | 654 | 832 |
| 2 | 40 | 25 | 613 | 873 | 1,162 | 1,307 | 1,728 | 1,338 |
| 3 | 0 | 836 | 657 | 0 | 1,342 | 1,733 | 1,699 | 1,127 |
| 4 | 1,482 | 0 | 0 | 478 | 1,127 | 1,699 | 1,181 | 1,614 |
| 5 | 341 | 243 | 205 | 458 | 551 | 723 | 776 | 449 |
| 6 | 351 | 625 | 425 | 242 | 225 | 330 | 332 | 136 |
| 7 | 1,203 | 1,559 | 1,465 | 776 | 364 | 891 | 686 | 492 |
| 8 | 970 | 1,677 | 1,516 | 1,121 | 58 | 0 | 550 | 297 |
| 9 | 1,258 | 1,486 | 1,618 | 1,063 | 191 | 513 | 197 | 202 |
| 10 | 1,286 | 2,310 | 1,514 | 1,335 | 67 | 203 | 1,041 | 241 |
| 11 | 1,292 | 1,784 | 1,818 | 1,723 | 846 | 392 | 156 | 456 |
| 12 | 1,452 | 1,826 | 1,784 | 1,250 | 136 | 332 | 341 | 295 |
| 13 | 1,546 | 1,500 | 1,510 | 1,467 | 769 | 1,318 | 867 | 409 |
| 14 | 466 | 623 | 1,178 | 939 | 103 | 26 | 690 | 850 |
| 15 | 776 | 469 | 929 | 786 | 424 | 905 | 149 | 118 |
| 16 | 566 | 561 | 464 | 778 | 0 | 0 | 548 | 240 |
| 17 | 429 | 284 | 0 | 0 | 287 | 607 | 551 | 376 |
| 18 | 619 | 325 | 429 | 261 | 344 | 804 | 0 | 0 |
| 19 | 597 | 980 | 1,262 | 973 | 29 | 118 | 451 | 269 |
| 20 | 646 | 1,300 | 1,317 | 763 | 0 | 0 | 322 | 222 |
| 21 | 760 | 1,015 | 690 | 858 | 714 | 589 | 660 | 362 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PM 2025 FINAL LINK VOLUMES | | | | | | | | |
|-----------------------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|
| POST-PROCESS THESE NUMBERS | | | | | | | | |
| Intersection | NB IN | NB OUT | SB IN | SB OUT | EB IN | EB OUT | WB IN | WB OUT |
| 1 | 993 | 1,132 | 657 | 698 | 435 | 280 | 964 | 858 |
| 2 | 72 | 79 | 1,094 | 1,108 | 1,607 | 1,454 | 1,584 | 1,717 |
| 3 | 0 | 1,264 | 483 | 0 | 1,719 | 1,573 | 1,806 | 1,170 |
| 4 | 1,172 | 0 | 0 | 454 | 1,170 | 1,806 | 1,379 | 1,462 |
| 5 | 287 | 364 | 471 | 200 | 902 | 822 | 594 | 870 |
| 6 | 793 | 639 | 538 | 667 | 394 | 259 | 308 | 469 |
| 7 | 1,787 | 1,461 | 1,036 | 1,606 | 884 | 583 | 710 | 766 |
| 8 | 1,573 | 1,405 | 1,414 | 1,522 | 87 | 0 | 491 | 637 |
| 9 | 1,488 | 1,616 | 1,420 | 1,587 | 663 | 361 | 167 | 174 |
| 10 | 1,540 | 2,454 | 1,611 | 1,513 | 879 | 480 | 847 | 348 |
| 11 | 1,695 | 1,578 | 1,916 | 2,352 | 524 | 558 | 716 | 680 |
| 12 | 1,757 | 1,956 | 1,578 | 1,755 | 469 | 308 | 634 | 362 |
| 13 | 1,744 | 1,866 | 1,932 | 1,755 | 1,169 | 728 | 499 | 998 |
| 14 | 716 | 643 | 1,019 | 1,268 | 27 | 31 | 764 | 584 |
| 15 | 854 | 531 | 707 | 632 | 266 | 653 | 262 | 271 |
| 16 | 566 | 520 | 521 | 887 | 0 | 0 | 600 | 281 |
| 17 | 266 | 422 | 0 | 0 | 583 | 366 | 419 | 480 |
| 18 | 407 | 705 | 244 | 317 | 850 | 479 | 0 | 0 |
| 19 | 1,132 | 821 | 1,208 | 1,368 | 98 | 17 | 231 | 462 |
| 20 | 1,457 | 841 | 944 | 1,422 | 0 | 0 | 245 | 384 |
| 21 | 961 | 664 | 389 | 617 | 603 | 469 | 308 | 510 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 83 | 295 | 465 | 169 | 400 | 63 | 31 | 198 | 60 | 357 | 228 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 83 | 295 | 465 | 169 | 400 | 63 | 31 | 198 | 60 | 357 | 228 | 97 |
| Added Vol: | 0 | -1 | -5 | -1 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | -1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 83 | 294 | 460 | 168 | 400 | 63 | 31 | 198 | 60 | 354 | 228 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 83 | 294 | 460 | 168 | 400 | 63 | 31 | 198 | 60 | 354 | 228 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 294 | 460 | 168 | 400 | 63 | 31 | 198 | 60 | 354 | 228 | 96 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 |
| Final Vol.: | 83 | 294 | 460 | 168 | 400 | 63 | 31 | 198 | 60 | 389 | 228 | 96 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.73 | 0.27 | 1.00 | 1.53 | 0.47 | 1.26 | 0.74 | 1.00 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2376 | 374 | 1375 | 2110 | 640 | 1734 | 1016 | 1375 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.06 | 0.11 | 0.33 | 0.12 | 0.17 | 0.17 | 0.02 | 0.09 | 0.09 | 0.22 | 0.22 | 0.07 |
| Crit Vol: | 460 | 168 | | | | | 129 | 309 | | | | 526 |
| Crit Moves: | **** | **** | | | | | **** | **** | | | | **** |

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 23 | 10 | 8 | 373 | 7 | 232 | 187 | 957 | 13 | 5 | 1053 | 677 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 23 | 10 | 8 | 373 | 7 | 232 | 187 | 957 | 13 | 5 | 1053 | 677 |
| Added Vol: | 0 | 0 | 0 | -1 | 0 | -6 | -9 | -4 | 0 | 0 | -2 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 23 | 10 | 8 | 372 | 7 | 226 | 178 | 953 | 13 | 5 | 1051 | 677 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 23 | 10 | 8 | 372 | 7 | 226 | 178 | 953 | 13 | 5 | 1051 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 10 | 8 | 372 | 7 | 226 | 178 | 953 | 13 | 5 | 1051 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 23 | 10 | 8 | 409 | 7 | 226 | 178 | 953 | 13 | 5 | 1051 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.56 | 0.44 | 1.97 | 0.03 | 1.00 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1375 | 764 | 611 | 2704 | 46 | 1375 | 1375 | 2713 | 37 | 1375 | 2750 | 1375 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.15 | 0.15 | 0.16 | 0.13 | 0.35 | 0.35 | 0.00 | 0.38 | 0.00 |
| Crit Vol: | 23 | | | 226 | 178 | | | | | 526 | | |
| Crit Moves: | **** | | | **** | **** | | | | | **** | | |

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Permitted | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 244 | 2 | 410 | 0 | 883 | 458 | 376 | 1323 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 244 | 2 | 410 | 0 | 883 | 458 | 376 | 1323 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | -2 | 0 | -4 | -1 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 244 | 2 | 408 | 0 | 879 | 457 | 376 | 1323 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 244 | 2 | 408 | 0 | 879 | 457 | 376 | 1323 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 244 | 2 | 408 | 0 | 879 | 457 | 376 | 1323 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 244 | 2 | 408 | 0 | 879 | 457 | 376 | 1323 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.01 | 0.99 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1615 | 8 | 1609 | 0 | 3610 | 1615 | 1805 | 3610 | 0 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.25 | 0.25 | 0.00 | 0.24 | 0.28 | 0.21 | 0.37 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.32 | 0.32 | 0.32 | 0.00 | 0.36 | 0.36 | 0.26 | 0.62 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.47 | 0.79 | 0.79 | 0.00 | 0.68 | 0.79 | 0.79 | 0.59 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 27.9 | 39.1 | 39.1 | 0.0 | 28.8 | 36.2 | 43.2 | 11.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 27.9 | 39.1 | 39.1 | 0.0 | 28.8 | 36.2 | 43.2 | 11.8 | 0.0 |
| LOS by Move: | A | A | A | C | D | D | A | C | D | D | B | A |
| HCM2kAvqQ: | 0 | 0 | 0 | 6 | 13 | 13 | 0 | 13 | 15 | 13 | 13 | 0 |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 628 | 3 | 851 | 0 | 0 | 0 | 365 | 763 | 0 | 0 | 1071 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 628 | 3 | 851 | 0 | 0 | 0 | 365 | 763 | 0 | 0 | 1071 | 110 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | -3 | -1 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 628 | 3 | 851 | 0 | 0 | 0 | 362 | 762 | 0 | 0 | 1071 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 628 | 3 | 851 | 0 | 0 | 0 | 362 | 762 | 0 | 0 | 1071 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 628 | 3 | 851 | 0 | 0 | 0 | 362 | 762 | 0 | 0 | 1071 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 628 | 3 | 851 | 0 | 0 | 0 | 362 | 762 | 0 | 0 | 1071 | 110 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.86 | 0.86 | 0.86 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.94 | 0.94 |
| Lanes: | 1.42 | 0.01 | 1.57 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.81 | 0.19 |
| Final Sat.: | 2313 | 7 | 2557 | 0 | 0 | 0 | 1805 | 3610 | 0 | 0 | 3228 | 332 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.27 | 0.46 | 0.33 | 0.00 | 0.00 | 0.00 | 0.20 | 0.21 | 0.00 | 0.00 | 0.33 | 0.33 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.43 | 0.43 | 0.43 | 0.00 | 0.00 | 0.00 | 0.19 | 0.51 | 0.00 | 0.00 | 0.32 | 0.32 |
| Volume/Cap: | 0.63 | 1.05 | 0.77 | 0.00 | 0.00 | 0.00 | 1.05 | 0.42 | 0.00 | 0.00 | 1.05 | 1.05 |
| Delay/Veh: | 22.5 | 67.3 | 25.9 | 0.0 | 0.0 | 0.0 | 103.4 | 15.6 | 0.0 | 0.0 | 76.0 | 76.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.5 | 67.3 | 25.9 | 0.0 | 0.0 | 0.0 | 103.4 | 15.6 | 0.0 | 0.0 | 76.0 | 76.0 |
| LOS by Move: | C | E | C | A | A | A | F | B | A | A | E | E |
| HCM2kAvqQ: | 11 | 33 | 16 | 0 | 0 | 0 | 18 | 8 | 0 | 0 | 28 | 28 |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | South Bound | East Bound | West Bound |
|-----------|-------------|-------------|------------|------------|
| Movement: | L - T - R | L - T - R | L - T - R | L - T - R |

| Control: | Permitted Include | | | Permitted Include | | | Protected Include | | | Protected Include | | |
|-------------|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:
 Base Vol: 61 193 85 32 43 129 146 331 73 126 532 119
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 61 193 85 32 43 129 146 331 73 126 532 119
 Added Vol: 0 -1 0 0 -2 0 0 -2 0 0 0 -1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 61 192 85 32 41 129 146 329 73 126 531 119
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 61 192 85 32 41 129 146 329 73 126 531 119
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 61 192 85 32 41 129 146 329 73 126 531 119
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 61 192 85 32 41 129 146 329 73 126 531 119

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.39 0.61 1.00 1.00 1.00 1.00 0.82 0.18 1.00 1.00 1.00
 Final Sat.: 1425 1975 875 1425 1425 1425 1425 1166 259 1425 1425 1425

Capacity Analysis Module:
 Vol/Sat: 0.04 0.10 0.10 0.02 0.03 0.09 0.10 0.28 0.28 0.09 0.37 0.08
 Crit Vol: 61 129 146 531
 Crit Moves: ****

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

| Approach: | North Bound | South Bound | East Bound | West Bound |
|-----------|-------------|-------------|------------|------------|
| Movement: | L - T - R | L - T - R | L - T - R | L - T - R |

| Control: | Protected Include | | | Protected Include | | | Protected Include | | | Protected Include | | |
|-------------|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:
 Base Vol: 173 140 38 18 374 33 65 80 80 171 124 37
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 173 140 38 18 374 33 65 80 80 171 124 37
 Added Vol: 0 -11 0 0 -8 -1 -2 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 173 129 38 18 366 32 63 80 80 171 124 37
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 173 129 38 18 366 32 63 80 80 171 124 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 173 129 38 18 366 32 63 80 80 171 124 37
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 173 129 38 18 366 32 63 80 80 171 124 37

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 1.84 0.16 1.00 0.50 0.50 1.00 0.77 0.23
 Final Sat.: 1375 2750 1375 1375 2529 221 1375 688 688 1375 1059 316

Capacity Analysis Module:
 Vol/Sat: 0.13 0.05 0.03 0.01 0.14 0.14 0.05 0.12 0.12 0.12 0.12 0.12
 Crit Vol: 173 199 160 171
 Crit Moves: ****

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
|-------------|-----------|---|---|-----------|---|---|-----------|---|---|-----------|---|---|
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:
Base Vol: 293 633 276 41 1128 297 89 174 100 331 300 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 293 633 276 41 1128 297 89 174 100 331 300 55
Added Vol: -2 -12 -15 0 -18 0 0 0 -3 -24 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 291 621 261 41 1110 297 89 174 97 307 300 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 291 621 261 41 1110 297 89 174 97 307 300 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 291 621 261 41 1110 297 89 174 97 307 300 55
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 291 621 261 41 1110 297 89 174 97 307 300 55

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 1375 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.21 0.23 0.19 0.03 0.40 0.22 0.06 0.13 0.07 0.22 0.22 0.04
Crit Vol: 291 555 174 307
Crit Moves: ****

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Permitted | | | Protected | | | Permitted | | | Permitted | | |
|-------------|-----------|---|---|-----------|---|---|-----------|---|---|-----------|---|---|
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |

Volume Module:
Base Vol: 0 855 111 186 1335 0 0 0 58 284 0 266
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 855 111 186 1335 0 0 0 58 284 0 266
Added Vol: 0 -29 -15 0 -45 0 0 0 0 -23 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 826 96 186 1290 0 0 0 58 261 0 266
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 826 96 186 1290 0 0 0 58 261 0 266
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 826 96 186 1290 0 0 0 58 261 0 266
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 826 96 186 1290 0 0 0 58 261 0 266

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.69 0.31 1.00 3.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 0 830 445 1425 4275 0 0 0 1425 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.22 0.22 0.13 0.30 0.00 0.00 0.00 0.04 0.18 0.00 0.19
Crit Vol: 307 186 58 261
Crit Moves: ****

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | | | | | |
|-------------|-------------|---|---|---|-------------|---|---|---|------------|---|---|---|------------|---|---|---|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | | | | | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | | | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 305 | 894 | 63 | 122 | 1313 | 178 | 120 | 17 | 54 | 119 | 29 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 305 | 894 | 63 | 122 | 1313 | 178 | 120 | 17 | 54 | 119 | 29 | 48 |
| Added Vol: | -1 | -33 | 0 | 0 | -66 | -2 | -10 | 0 | -1 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 304 | 861 | 63 | 122 | 1247 | 176 | 110 | 17 | 53 | 119 | 29 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 304 | 861 | 63 | 122 | 1247 | 176 | 110 | 17 | 53 | 119 | 29 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 304 | 861 | 63 | 122 | 1247 | 176 | 110 | 17 | 53 | 119 | 29 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 304 | 861 | 63 | 122 | 1247 | 176 | 110 | 17 | 58 | 119 | 29 | 48 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.80 | 0.20 | 1.00 | 2.63 | 0.37 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1375 | 3844 | 281 | 1375 | 3615 | 510 | 1375 | 1375 | 2750 | 1375 | 1375 | 1375 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.22 | 0.22 | 0.22 | 0.09 | 0.34 | 0.34 | 0.08 | 0.01 | 0.02 | 0.09 | 0.02 | 0.03 |
| Crit Vol: | 304 | | | 474 | | | 29 | 119 | | | | |
| Crit Moves: | **** | | | **** | | | **** | **** | | | | |

2025 Without Dominguez No Project
10: I-80 WB & Sierra College Blvd

2025 No Project with Dominguez AM
10/16/2008

| Lane Group | WBL2 | WBL | WBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NER |
|----------------------------|-------|------|--------|------|-------|-------|------|-------|-------|------|-------|
| Lane Configurations | ↔↔ | ↔ | ↔ | ↔ | ↕↕↕ | ↕ | ↔ | ↕↕ | ↕ | | |
| Volume (vph) | 742 | 0 | 338 | 0 | 978 | 241 | 0 | 1132 | 385 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 275 | 175 | 0 | | | 300 | 0 | | 0 | 0 | 0 |
| Storage Lanes | 2 | 1 | 0 | | | 1 | 0 | | 1 | 0 | 0 |
| Taper Length (ft) | 25 | 25 | 25 | | | 25 | 25 | | 25 | 25 | 25 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | |
| Fit Protected | 0.950 | | | | | | | | | | |
| Satd. Flow (prot) | 3433 | 0 | 1583 | 0 | 5085 | 1583 | 0 | 3539 | 1583 | 0 | 0 |
| Fit Permitted | 0.950 | | | | | | | | | | |
| Satd. Flow (perm) | 3433 | 0 | 1583 | 0 | 5085 | 1583 | 0 | 3539 | 1583 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | |
| Satd. Flow (RTOR) | | | 96 | | | 241 | | | 385 | | |
| Link Speed (mph) | | 45 | | | 50 | | | 50 | | 30 | |
| Link Distance (ft) | | 325 | | | 1678 | | | 521 | | 221 | |
| Travel Time (s) | | 4.9 | | | 22.9 | | | 7.1 | | 5.0 | |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 742 | 0 | 338 | 0 | 978 | 241 | 0 | 1132 | 385 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | |
| Lane Group Flow (vph) | 742 | 0 | 338 | 0 | 978 | 241 | 0 | 1132 | 385 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 24 | | | 0 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 |
| Number of Detectors | 1 | | 1 | | 1 | 1 | | 1 | 1 | | |
| Detector Template | | | | | | | | | | | |
| Leading Detector (ft) | 50 | | 50 | | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Detector 1 Position(ft) | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Detector 1 Size(ft) | 50 | | 50 | | 50 | 50 | | 50 | 50 | | |
| Detector 1 Type | Cl+Ex | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | |
| Detector 1 Channel | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Turn Type | Prot | | custom | | Free | Free | | Perm | Perm | | |
| Protected Phases | 3 | | | | 2 | | | 6 | | | |
| Permitted Phases | | | 8 | | | Free | | | 6 | | |
| Detector Phase | 3 | | 8 | | 2 | | | 6 | 6 | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | | 4.0 | | | 4.0 | 4.0 | | |
| Minimum Split (s) | 8.0 | | 20.0 | | 20.0 | | | 20.0 | 20.0 | | |
| Total Split (s) | 38.0 | 0.0 | 38.0 | 0.0 | 52.0 | 0.0 | 0.0 | 52.0 | 52.0 | 0.0 | 0.0 |
| Total Split (%) | 42.2% | 0.0% | 42.2% | 0.0% | 57.8% | 0.0% | 0.0% | 57.8% | 57.8% | 0.0% | 0.0% |

2025 Without Dominguez No Project
10: I-80 WB & Sierra College Blvd

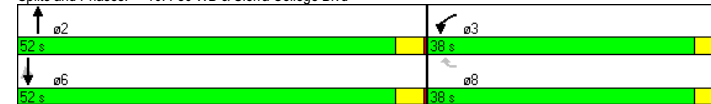
2025 No Project with Dominguez AM
10/16/2008

| Lane Group | WBL2 | WBL | WBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NER |
|-------------------------|------|-----|------|-----|-------|------|-----|-------|-------|-----|-----|
| Maximum Green (s) | 34.0 | | 34.0 | | 48.0 | | | 48.0 | 48.0 | | |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | | | 3.5 | 3.5 | | |
| All-Red Time (s) | 0.5 | | 0.5 | | 0.5 | | | 0.5 | 0.5 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | | 3.0 | | | 3.0 | 3.0 | | |
| Recall Mode | None | | None | | C-Max | | | C-Max | C-Max | | |
| Walk Time (s) | | | 5.0 | | 5.0 | | | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | | 11.0 | | 11.0 | | | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | | 0 | | 0 | | | 0 | 0 | | |
| Act Effct Green (s) | 25.4 | | 25.4 | | 56.6 | 90.0 | | 56.6 | 56.6 | | |
| Actuated g/C Ratio | 0.28 | | 0.28 | | 0.63 | 1.00 | | 0.63 | 0.63 | | |
| v/c Ratio | 0.76 | | 0.66 | | 0.31 | 0.15 | | 0.51 | 0.34 | | |
| Control Delay | 34.8 | | 25.7 | | 4.2 | 0.2 | | 4.6 | 0.8 | | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.4 | 0.0 | | |
| Total Delay | 34.8 | | 25.7 | | 4.2 | 0.2 | | 5.0 | 0.8 | | |
| LOS | C | | C | | A | A | | A | A | | |
| Approach Delay | | | | | 3.4 | | | 3.9 | | | |
| Approach LOS | | | | | A | | | A | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 82 (91%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 11.7
 Intersection LOS: B
 Intersection Capacity Utilization 59.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 10: I-80 WB & Sierra College Blvd



2025 Without Dominguez No Project
11: I-80 EB & Rocklin Crossings

2025 No Project with Dominguez AM
10/16/2008

| Lane Group | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↕↕ | ↔↔ | ↔↔ | ↔↔ | ↔↔ | ↕↕ | ↔↔ | ↔↔ | ↔↔ | ↕↕ | ↔↔ |
| Volume (vph) | 358 | 195 | 299 | 54 | 64 | 36 | 803 | 360 | 139 | 115 | 1397 | 362 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 500 | |
| Storage Lanes | | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | |
| Taper Length (ft) | | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | 0.850 | | 0.850 | 0.850 | | 0.850 | 0.850 | | | 0.850 | |
| Fit Protected | 0.950 | | | 0.950 | | | | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 1770 | 1583 | 1583 | 5085 | 1583 | 1583 | 3433 | 3539 | 1583 |
| Fit Permitted | 0.950 | | | 0.950 | | | | | 0.950 | | | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 1770 | 1583 | 1583 | 5085 | 1583 | 1583 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | | 88 | | | 36 | | 139 | | | 362 | |
| Link Speed (mph) | | 45 | | | | | 50 | | | | 50 | |
| Link Distance (ft) | | 506 | | | | | 390 | | | | 1678 | |
| Travel Time (s) | | 7.7 | | | | | 5.3 | | | | 22.9 | |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 358 | 195 | 299 | 54 | 64 | 36 | 803 | 360 | 139 | 115 | 1397 | 362 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 358 | 195 | 299 | 54 | 64 | 36 | 803 | 360 | 139 | 115 | 1397 | 362 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Right | Right | Left | Right | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | | | 24 | | | | 24 | |
| Link Offset(ft) | | 0 | | | | | 0 | | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | | | 16 | | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | 9 | 9 | | 9 | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Turn Type | Prot | Perm | Perm | Prot | custom | Free | Free | Perm | Prot | Free | Free | Free |
| Protected Phases | 7 | 4! | | 3! | | | 2 | | | 1! | 6 | |
| Permitted Phases | | | | | 8! | Free | Free! | 2 | | | | Free |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | | 2 | | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 20.0 | | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 19.0 | 28.0 | 28.0 | 11.0 | 20.0 | 0.0 | 41.0 | 0.0 | 41.0 | 10.0 | 51.0 | 0.0 |
| Total Split (%) | 21.1% | 31.1% | 31.1% | 12.2% | 22.2% | 0.0% | 45.6% | 0.0% | 45.6% | 11.1% | 56.7% | 0.0% |

2025 Without Dominguez No Project
11: I-80 EB & Rocklin Crossings

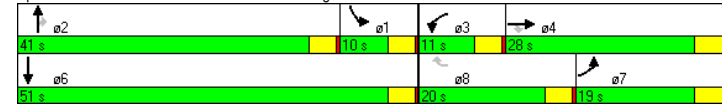
2025 No Project with Dominguez AM
10/16/2008

| Lane Group | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|-------|------|-------|------|-------|------|
| Maximum Green (s) | 15.0 | 24.0 | 24.0 | 7.0 | 16.0 | | 37.0 | | 37.0 | 6.0 | 47.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | | 0.5 | 0.5 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | | Lead | | Lead | Lag | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | None | None | | C-Max | | C-Max | None | C-Max | |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | 5.0 | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | 11.0 | | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | |
| Act Effct Green (s) | 15.3 | 17.7 | 17.7 | 6.7 | 9.0 | 90.0 | 47.6 | 90.0 | 47.6 | 6.0 | 55.6 | 90.0 |
| Actuated g/C Ratio | 0.17 | 0.20 | 0.20 | 0.07 | 0.10 | 1.00 | 0.53 | 1.00 | 0.53 | 0.07 | 0.62 | 1.00 |
| v/c Ratio | 0.61 | 0.28 | 0.78 | 0.41 | 0.40 | 0.02 | 0.30 | 0.23 | 0.15 | 0.50 | 0.64 | 0.23 |
| Control Delay | 38.9 | 30.5 | 38.1 | 49.4 | 44.6 | 0.0 | 2.5 | 0.3 | 0.4 | 40.6 | 7.8 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.9 | 30.5 | 38.1 | 49.4 | 44.6 | 0.0 | 2.5 | 0.3 | 0.4 | 40.6 | 7.8 | 0.3 |
| LOS | D | C | D | D | D | A | A | A | A | D | A | A |
| Approach Delay | | 36.7 | | | | | 1.7 | | | | 8.4 | |
| Approach LOS | | D | | | | | A | | | | A | |

Intersection Summary

| | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 90 |
| Offset: | 89 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.78 |
| Intersection Signal Delay: | 13.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 70.5% |
| ICU Level of Service: | C |
| Analysis Period (min): | 15 |
| ! Phase conflict between lane groups. | |

Splits and Phases: 11: I-80 EB & Rocklin Crossings



Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
|-------------|-----------|---|---|-----------|---|---|-----------|---|---|-----------|---|---|
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |

Volume Module:
 Base Vol: 199 1169 81 171 1586 21 39 44 53 187 112 42
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 199 1169 81 171 1586 21 39 44 53 187 112 42
 Added Vol: 0 -43 0 -3 -28 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 199 1126 81 168 1558 21 39 44 53 187 112 34
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 199 1126 81 168 1558 21 39 44 53 187 112 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 199 1126 81 168 1558 21 39 44 53 187 112 34
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
 Final Vol.: 219 1126 81 168 1558 21 43 44 53 206 112 34

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
 Final Sat.: 2750 4125 1375 1375 4125 1375 2750 1375 1375 2750 1375 1375

Capacity Analysis Module:
 Vol/Sat: 0.08 0.27 0.06 0.12 0.38 0.02 0.02 0.03 0.04 0.07 0.08 0.02
 Crit Vol: 109 519 53 103
 Crit Moves: ****

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 129 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
|-------------|-----------|---|---|-----------|---|---|-----------|---|---|-----------|---|---|
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |

Volume Module:
 Base Vol: 565 937 53 164 1091 247 260 192 315 94 506 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 565 937 53 164 1091 247 260 192 315 94 506 270
 Added Vol: 0 -22 0 -9 -14 -2 -4 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 565 915 53 155 1077 245 256 192 315 94 506 256
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 565 915 53 155 1077 245 256 192 315 94 506 256
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 565 915 53 155 1077 245 256 192 315 94 506 256
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
 Final Vol.: 622 915 53 171 1077 245 282 192 315 103 506 256

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.33 0.67
 Final Sat.: 2750 4125 1375 2750 4125 1375 2750 2750 1375 2750 1826 924

Capacity Analysis Module:
 Vol/Sat: 0.23 0.22 0.04 0.06 0.26 0.18 0.10 0.07 0.23 0.04 0.28 0.28
 Crit Vol: 311 359 141 381
 Crit Moves: ****

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 6 | 344 | 114 | 665 | 514 | 5 | 11 | 70 | 23 | 86 | 15 | 584 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 344 | 114 | 665 | 514 | 5 | 11 | 70 | 23 | 86 | 15 | 584 |
| Added Vol: | 0 | -10 | -1 | 0 | -16 | 0 | 0 | 0 | 0 | -2 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 334 | 113 | 665 | 498 | 5 | 11 | 70 | 23 | 84 | 15 | 584 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 334 | 113 | 665 | 498 | 5 | 11 | 70 | 23 | 84 | 15 | 584 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 334 | 113 | 665 | 498 | 5 | 11 | 70 | 23 | 84 | 15 | 584 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 6 | 334 | 113 | 665 | 498 | 5 | 11 | 70 | 23 | 84 | 15 | 584 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.75 | 0.25 | 1.00 | 0.99 | 0.01 | 0.11 | 0.67 | 0.22 | 0.85 | 0.15 | 1.00 |
| Final Sat.: | 1375 | 1027 | 348 | 1375 | 1361 | 14 | 145 | 925 | 304 | 1167 | 208 | 1375 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.33 | 0.33 | 0.48 | 0.37 | 0.37 | 0.08 | 0.08 | 0.08 | 0.07 | 0.07 | 0.42 |
| Crit Vol: | 447 | 665 | | 104 | 99 | | | | | | | |
| Crit Moves: | **** | **** | | **** | **** | | **** | **** | | **** | **** | |

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
 Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 187 | 541 | 48 | 16 | 279 | 634 | 211 | 54 | 158 | 32 | 83 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 541 | 48 | 16 | 279 | 634 | 211 | 54 | 158 | 32 | 83 | 34 |
| Added Vol: | -2 | -2 | 0 | 0 | -1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 185 | 539 | 48 | 16 | 278 | 634 | 211 | 54 | 157 | 32 | 83 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 185 | 539 | 48 | 16 | 278 | 0 | 211 | 54 | 157 | 32 | 83 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 185 | 539 | 48 | 16 | 278 | 0 | 211 | 54 | 157 | 32 | 83 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 185 | 539 | 48 | 16 | 278 | 0 | 211 | 54 | 157 | 32 | 83 | 34 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 1.00 | 0.66 | 0.66 | 0.85 | 0.49 | 0.96 | 0.96 |
| Lanes: | 1.00 | 1.84 | 0.16 | 1.00 | 1.00 | 1.00 | 0.80 | 0.20 | 1.00 | 1.00 | 0.71 | 0.29 |
| Final Sat.: | 1805 | 3275 | 292 | 1805 | 1900 | 1900 | 1003 | 257 | 1615 | 925 | 1289 | 528 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.10 | 0.16 | 0.16 | 0.01 | 0.15 | 0.00 | 0.21 | 0.21 | 0.10 | 0.03 | 0.06 | 0.06 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.21 | 0.47 | 0.47 | 0.03 | 0.29 | 0.00 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 |
| Volume/Cap: | 0.50 | 0.35 | 0.35 | 0.35 | 0.50 | 0.00 | 0.50 | 0.50 | 0.23 | 0.08 | 0.15 | 0.15 |
| Delay/Veh: | 36.2 | 16.7 | 16.7 | 52.4 | 30.0 | 0.0 | 21.9 | 21.9 | 18.7 | 17.4 | 18.0 | 18.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.2 | 16.7 | 16.7 | 52.4 | 30.0 | 0.0 | 21.9 | 21.9 | 18.7 | 17.4 | 18.0 | 18.0 |
| LOS by Move: | D | B | B | D | C | A | C | C | B | B | B | B |
| HCM2kAvgQ: | 6 | 6 | 6 | 1 | 7 | 0 | 6 | 6 | 3 | 1 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp
Average Delay (sec/veh): 11.5 Worst Case Level Of Service: D [31.3]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 428 137 103 363 0 0 0 0 197 0 350
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 428 137 103 363 0 0 0 0 197 0 350
Added Vol: 0 -4 0 0 -3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 424 137 103 360 0 0 0 0 197 0 350
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 424 137 103 360 0 0 0 0 197 0 350
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 424 137 103 360 0 0 0 0 197 0 350

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 561 xxxx xxxxx xxxxx xxxx xxxxx 990 xxxx 424
Potent Cap.: xxxx xxxx xxxxx 1020 xxxx xxxxx xxxxx xxxx xxxxx 276 xxxx 634
Move Cap.: xxxx xxxx xxxxx 1020 xxxx xxxxx xxxxx xxxx xxxxx 253 xxxx 634
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx xxxxx xxxx xxxxx 0.78 xxxx 0.55

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx 5.8 xxxx 3.4
Control Del:xxxxx xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxx xxxxx 55.8 xxxx 17.4
LOS by Move: * * * A * * * * * F * * C
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 31.3
ApproachLOS: * * * D

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road
Average Delay (sec/veh): 31.8 Worst Case Level Of Service: F [90.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:
Base Vol: 215 0 214 0 0 0 0 0 161 125 159 392 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 215 0 214 0 0 0 0 0 161 125 159 392 0
Added Vol: -2 0 0 0 0 0 0 0 -3 -1 0 -4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 213 0 214 0 0 0 0 0 158 124 159 388 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 213 0 214 0 0 0 0 0 158 124 159 388 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 213 0 214 0 0 0 0 0 158 124 159 388 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
Cnflct Vol: 926 xxxxx 220 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 282 xxxxx xxxxx
Potent Cap.: 301 xxxxx 825 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1292 xxxxx xxxxx
Move Cap.: 270 xxxxx 825 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1292 xxxxx xxxxx
Volume/Cap: 0.79 xxxxx 0.26 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.12 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.4 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
LOS by Move: * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx 407 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx 14.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.4 xxxx xxxxx
Shrd ConDel:xxxxx 90.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
Shared LOS: * F * * * * * * * * A * *
ApproachDel: 90.6 xxxxxx xxxxxx xxxxxx
ApproachLOS: F * * *

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 88.8 Worst Case Level Of Service: F[346.4]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | |
|----------|--------------|--------------|-----------|-----------|
| Control: | Uncontrolled | Uncontrolled | Stop Sign | Stop Sign |
| Rights: | Include | Include | Include | Include |
| Lanes: | 0 1 0 0 0 | 0 0 0 1 0 | 1 0 0 0 1 | 0 0 0 0 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 527 | 92 | 0 | 0 | 151 | 277 | 170 | 0 | 174 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 527 | 92 | 0 | 0 | 151 | 277 | 170 | 0 | 174 | 0 | 0 | 0 |
| Added Vol: | -14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 513 | 92 | 0 | 0 | 151 | 277 | 170 | 0 | 165 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 513 | 92 | 0 | 0 | 151 | 277 | 170 | 0 | 165 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 513 | 92 | 0 | 0 | 151 | 277 | 170 | 0 | 165 | 0 | 0 | 0 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-----|------|-------|-------|------|------|-----|------|-----|-------|------|-------|
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxx | xxxx | xxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|-------|------|------|------|------|------|-------|
| Cnflct Vol: | 428 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1408 | xxxx | 290 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 1142 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 155 | xxxx | 754 | xxxx | xxxx | xxxxx |
| Move Cap.: | 1142 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 77 | xxxx | 754 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.45 | xxxx | xxxx | xxxx | xxxx | xxxx | 2.21 | xxxx | 0.22 | xxxx | xxxx | xxxx |

Level Of Service Module:

| | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2Way95thQ: | 2.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 15.7 | xxxx | 0.8 | xxxx | xxxx | xxxxx |
| Control Del: | 10.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 671.8 | xxxx | 11.1 | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | B | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | 2.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxx | xxxxx | xxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | 10.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxx | xxxxx | xxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | B | * | * | * | * | * | * | * | B | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 346.4 | | xxxxxx | | | |
| ApproachLOS: | * | | | * | | | F | | * | | | * |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | |
|-------------|-----------|-----------|------------|------------|
| Control: | Protected | Protected | Permitted | Permitted |
| Rights: | Include | Include | Include | Include |
| Min. Green: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Lanes: | 1 0 1 1 0 | 1 0 1 1 0 | 0 0 1! 0 0 | 0 0 1! 0 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 4 | 601 | 18 | 235 | 912 | 77 | 10 | 16 | 4 | 65 | 37 | 362 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 4 | 601 | 18 | 235 | 912 | 77 | 10 | 16 | 4 | 65 | 37 | 362 |
| Added Vol: | 0 | -12 | 0 | 0 | -18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 4 | 589 | 18 | 235 | 894 | 77 | 10 | 16 | 4 | 65 | 37 | 362 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 4 | 589 | 18 | 235 | 894 | 77 | 10 | 16 | 4 | 65 | 37 | 362 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 589 | 18 | 235 | 894 | 77 | 10 | 16 | 4 | 65 | 37 | 362 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 4 | 589 | 18 | 235 | 894 | 77 | 10 | 16 | 4 | 65 | 37 | 362 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 1.84 | 0.16 | 0.33 | 0.54 | 0.13 | 0.14 | 0.08 | 0.78 |
| Final Sat.: | 1425 | 2765 | 85 | 1425 | 2624 | 226 | 475 | 760 | 190 | 200 | 114 | 1112 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.21 | 0.21 | 0.16 | 0.34 | 0.34 | 0.02 | 0.02 | 0.02 | 0.33 | 0.33 | 0.33 |
| Crit Vol: | | 304 | 235 | | 10 | | | | | | | 464 |
| Crit Moves: | | **** | **** | | **** | | | | | | | **** |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 94 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 427 | 478 | 105 | 507 | 28 | 85 | 275 | 64 | 561 | 191 | 186 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 427 | 478 | 105 | 507 | 28 | 85 | 275 | 64 | 561 | 191 | 186 |
| Added Vol: | 0 | -2 | -19 | -3 | -2 | 0 | 0 | 0 | 0 | -20 | 0 | -3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 425 | 459 | 102 | 505 | 28 | 85 | 275 | 64 | 541 | 191 | 183 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 425 | 459 | 102 | 505 | 28 | 85 | 275 | 64 | 541 | 191 | 183 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 425 | 459 | 102 | 505 | 28 | 85 | 275 | 64 | 541 | 191 | 183 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 |
| Final Vol.: | 60 | 425 | 459 | 102 | 505 | 28 | 85 | 275 | 64 | 595 | 191 | 183 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 | 1.00 | 1.62 | 0.38 | 1.51 | 0.49 | 1.00 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2606 | 144 | 1375 | 2231 | 519 | 2082 | 668 | 1375 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.15 | 0.33 | 0.07 | 0.19 | 0.19 | 0.06 | 0.12 | 0.12 | 0.29 | 0.29 | 0.13 |
| Crit Vol: | 459 | 102 | | | | | 170 | 393 | | | | |
| Crit Moves: | **** | **** | | | | | **** | **** | | | | |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 26 | 14 | 31 | 559 | 15 | 520 | 448 | 1127 | 32 | 32 | 907 | 646 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 14 | 31 | 559 | 15 | 520 | 448 | 1127 | 32 | 32 | 907 | 646 |
| Added Vol: | 0 | 0 | 0 | -7 | 0 | -34 | -31 | -12 | 0 | 0 | -13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 26 | 14 | 31 | 552 | 15 | 486 | 417 | 1115 | 32 | 32 | 894 | 646 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 26 | 14 | 31 | 552 | 15 | 486 | 417 | 1115 | 32 | 32 | 894 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 14 | 31 | 552 | 15 | 486 | 417 | 1115 | 32 | 32 | 894 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Vol.: | 26 | 14 | 31 | 607 | 15 | 486 | 417 | 1115 | 32 | 32 | 894 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.31 | 0.69 | 1.95 | 0.05 | 1.00 | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1375 | 428 | 947 | 2684 | 66 | 1375 | 1375 | 2673 | 77 | 1375 | 2750 | 1375 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.03 | 0.03 | 0.23 | 0.23 | 0.35 | 0.30 | 0.42 | 0.42 | 0.02 | 0.33 | 0.00 |
| Crit Vol: | 45 | | | 486 | 417 | | | | | 447 | | |
| Crit Moves: | **** | | | **** | **** | | | | | **** | | |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.027
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Permitted | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 103 | 3 | 376 | 0 | 1067 | 655 | 606 | 1197 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 103 | 3 | 376 | 0 | 1067 | 655 | 606 | 1197 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | -10 | 0 | -12 | -7 | 0 | -3 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 103 | 3 | 366 | 0 | 1055 | 648 | 606 | 1194 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 103 | 3 | 366 | 0 | 1055 | 648 | 606 | 1194 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 103 | 3 | 366 | 0 | 1055 | 648 | 606 | 1194 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 103 | 3 | 366 | 0 | 1055 | 648 | 606 | 1194 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.01 | 0.99 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1615 | 13 | 1604 | 0 | 3610 | 1615 | 1805 | 3610 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.23 | 0.23 | 0.00 | 0.29 | 0.40 | 0.34 | 0.33 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.22 | 0.00 | 0.39 | 0.39 | 0.33 | 0.72 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.29 | 1.03 | 1.03 | 0.00 | 0.75 | 1.03 | 1.03 | 0.46 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.7 | 93.3 | 93.3 | 0.0 | 28.5 | 73.3 | 77.7 | 6.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.7 | 93.3 | 93.3 | 0.0 | 28.5 | 73.3 | 77.7 | 6.1 | 0.0 |
| LOS by Move: | A | A | A | C | F | F | A | C | E | E | A | A |
| HCM2kAvqQ: | 0 | 0 | 0 | 3 | 18 | 18 | 0 | 16 | 28 | 27 | 8 | 0 |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 559 | 1 | 613 | 0 | 0 | 0 | 321 | 849 | 0 | 0 | 1247 | 132 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 559 | 1 | 613 | 0 | 0 | 0 | 321 | 849 | 0 | 0 | 1247 | 132 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | -10 | -2 | 0 | 0 | -3 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 559 | 1 | 613 | 0 | 0 | 0 | 311 | 847 | 0 | 0 | 1244 | 132 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 559 | 1 | 613 | 0 | 0 | 0 | 311 | 847 | 0 | 0 | 1244 | 132 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 559 | 1 | 613 | 0 | 0 | 0 | 311 | 847 | 0 | 0 | 1244 | 132 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 559 | 1 | 613 | 0 | 0 | 0 | 311 | 847 | 0 | 0 | 1244 | 132 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.86 | 0.86 | 0.86 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.94 | 0.94 |
| Lanes: | 1.47 | 0.01 | 1.52 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.81 | 0.19 |
| Final Sat.: | 2400 | 3 | 2475 | 0 | 0 | 0 | 1805 | 3610 | 0 | 0 | 3218 | 341 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.23 | 0.36 | 0.25 | 0.00 | 0.00 | 0.00 | 0.17 | 0.23 | 0.00 | 0.00 | 0.39 | 0.39 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.37 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.18 | 0.57 | 0.00 | 0.00 | 0.40 | 0.40 |
| Volume/Cap: | 0.63 | 0.98 | 0.67 | 0.00 | 0.00 | 0.00 | 0.98 | 0.41 | 0.00 | 0.00 | 0.98 | 0.98 |
| Delay/Veh: | 26.7 | 52.1 | 27.5 | 0.0 | 0.0 | 0.0 | 85.5 | 12.2 | 0.0 | 0.0 | 48.9 | 48.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.7 | 52.1 | 27.5 | 0.0 | 0.0 | 0.0 | 85.5 | 12.2 | 0.0 | 0.0 | 48.9 | 48.9 |
| LOS by Move: | C | D | C | A | A | A | F | B | A | A | D | D |
| HCM2kAvqQ: | 10 | 24 | 11 | 0 | 0 | 0 | 14 | 8 | 0 | 0 | 28 | 28 |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 105 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 85 | 87 | 115 | 51 | 188 | 234 | 87 | 704 | 108 | 69 | 502 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 85 | 87 | 115 | 51 | 188 | 234 | 87 | 704 | 108 | 69 | 502 | 26 |
| Added Vol: | -1 | -6 | 0 | -1 | -6 | 0 | 0 | -6 | -1 | 0 | -6 | -1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 84 | 81 | 115 | 50 | 182 | 234 | 87 | 698 | 107 | 69 | 496 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 81 | 115 | 50 | 182 | 234 | 87 | 698 | 107 | 69 | 496 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 81 | 115 | 50 | 182 | 234 | 87 | 698 | 107 | 69 | 496 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 84 | 81 | 115 | 50 | 182 | 234 | 87 | 698 | 107 | 69 | 496 | 25 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | 0.13 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1236 | 189 | 1425 | 1425 | 1425 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.06 | 0.08 | 0.04 | 0.13 | 0.16 | 0.06 | 0.56 | 0.56 | 0.05 | 0.35 | 0.02 |
| Crit Vol: | 84 | | | 234 | | 805 | 69 | | | | | |
| Crit Moves: | **** | | | **** | | **** | **** | | | | | |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 52 | 549 | 194 | 96 | 351 | 89 | 60 | 179 | 155 | 133 | 117 | 57 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 549 | 194 | 96 | 351 | 89 | 60 | 179 | 155 | 133 | 117 | 57 |
| Added Vol: | 0 | -37 | 0 | 0 | -47 | -7 | -6 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 52 | 512 | 194 | 96 | 304 | 82 | 54 | 179 | 155 | 133 | 117 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 52 | 512 | 194 | 96 | 304 | 82 | 54 | 179 | 155 | 133 | 117 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 512 | 194 | 96 | 304 | 82 | 54 | 179 | 155 | 133 | 117 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 52 | 512 | 194 | 96 | 304 | 82 | 54 | 179 | 155 | 133 | 117 | 57 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.58 | 0.42 | 1.00 | 0.54 | 0.46 | 1.00 | 0.67 | 0.33 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2166 | 584 | 1375 | 737 | 638 | 1375 | 925 | 450 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.19 | 0.14 | 0.07 | 0.14 | 0.14 | 0.04 | 0.24 | 0.24 | 0.10 | 0.13 | 0.13 |
| Crit Vol: | 256 | | | 96 | | | 334 | 133 | | | | |
| Crit Moves: | **** | | | **** | | | **** | **** | | | | |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 170 | 1253 | 361 | 35 | 856 | 147 | 295 | 371 | 218 | 387 | 267 | 58 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 170 | 1253 | 361 | 35 | 856 | 147 | 295 | 371 | 218 | 387 | 267 | 58 |
| Added Vol: | -10 | -67 | -88 | 0 | -62 | 0 | 0 | 0 | -10 | -81 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 160 | 1186 | 273 | 35 | 794 | 147 | 295 | 371 | 208 | 306 | 267 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 160 | 1186 | 273 | 35 | 794 | 147 | 295 | 371 | 208 | 306 | 267 | 58 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 1186 | 273 | 35 | 794 | 147 | 295 | 371 | 208 | 306 | 267 | 58 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 160 | 1186 | 273 | 35 | 794 | 147 | 295 | 371 | 208 | 306 | 267 | 58 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2750 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.12 | 0.43 | 0.20 | 0.03 | 0.29 | 0.11 | 0.21 | 0.27 | 0.15 | 0.22 | 0.19 | 0.04 |
| Crit Vol: | 593 | 35 | 371 | 306 | 371 | 306 | 371 | 306 | 371 | 306 | 371 | 306 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Permitted | | | Protected | | | Permitted | | | Permitted | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1241 | 333 | 304 | 1108 | 0 | 0 | 0 | 87 | 210 | 0 | 281 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1241 | 333 | 304 | 1108 | 0 | 0 | 0 | 87 | 210 | 0 | 281 |
| Added Vol: | 0 | -166 | -84 | 0 | -153 | 0 | 0 | 0 | 0 | -78 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1075 | 249 | 304 | 955 | 0 | 0 | 0 | 87 | 132 | 0 | 281 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1075 | 249 | 304 | 955 | 0 | 0 | 0 | 87 | 132 | 0 | 281 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1075 | 249 | 304 | 955 | 0 | 0 | 0 | 87 | 132 | 0 | 281 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 1075 | 249 | 304 | 955 | 0 | 0 | 0 | 87 | 132 | 0 | 281 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.44 | 0.56 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3471 | 804 | 1425 | 4275 | 0 | 0 | 0 | 1425 | 1425 | 0 | 1425 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.31 | 0.31 | 0.21 | 0.22 | 0.00 | 0.00 | 0.00 | 0.06 | 0.09 | 0.00 | 0.20 |
| Crit Vol: | 441 | 304 | 0 | 304 | 304 | 0 | 304 | 304 | 0 | 304 | 304 | 281 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 183 1242 66 79 1179 158 304 29 331 106 19 41
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 183 1242 66 79 1179 158 304 29 331 106 19 41
Added Vol: -5 -189 0 0 -226 -5 -61 0 -4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 178 1053 66 79 953 153 243 29 327 106 19 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 178 1053 66 79 953 153 243 29 327 106 19 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 178 1053 66 79 953 153 243 29 327 106 19 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 178 1053 66 79 953 153 243 29 360 106 19 41

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 2.58 0.42 1.00 1.00 2.00 1.00 1.00
Final Sat.: 1375 3882 243 1375 3554 571 1375 1375 2750 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.13 0.27 0.27 0.06 0.27 0.27 0.18 0.02 0.13 0.08 0.01 0.03
Crit Vol: 178 369 180 106
Crit Moves: **** **** **** ****

2025 Without Dominguez No Project
10: I-80 WB & Sierra College Blvd

2025 No Project with Dominguez PM
10/16/2008

| Lane Group | WBL2 | WBL | WBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NER |
|----------------------------|-------|------|--------|------|-------|-------|------|-------|-------|------|-------|
| Lane Configurations | ↔↔ | ↔ | ↔ | ↔ | ↕↕↕ | ↔ | ↔ | ↕↕ | ↔ | | |
| Volume (vph) | 509 | 0 | 291 | 0 | 921 | 348 | 0 | 1147 | 235 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 275 | 175 | 0 | | 300 | 0 | | 0 | 0 | 0 | 0 |
| Storage Lanes | 2 | 1 | 0 | | 1 | 0 | | 1 | 0 | 0 | 0 |
| Taper Length (ft) | 25 | 25 | 25 | | 25 | 25 | | 25 | 25 | 25 | 25 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | |
| Fit Protected | 0.950 | | | | | | | | | | |
| Satd. Flow (prot) | 3433 | 0 | 1583 | 0 | 5085 | 1583 | 0 | 3539 | 1583 | 0 | 0 |
| Fit Permitted | 0.950 | | | | | | | | | | |
| Satd. Flow (perm) | 3433 | 0 | 1583 | 0 | 5085 | 1583 | 0 | 3539 | 1583 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | |
| Satd. Flow (RTOR) | | | 139 | | | 348 | | | 235 | | |
| Link Speed (mph) | | 45 | | | 50 | | | 50 | | 30 | |
| Link Distance (ft) | | 325 | | | 1678 | | | 521 | | 221 | |
| Travel Time (s) | | 4.9 | | | 22.9 | | | 7.1 | | 5.0 | |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 509 | 0 | 291 | 0 | 921 | 348 | 0 | 1147 | 235 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | |
| Lane Group Flow (vph) | 509 | 0 | 291 | 0 | 921 | 348 | 0 | 1147 | 235 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 24 | | | 0 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 |
| Number of Detectors | 1 | | 1 | | 1 | 1 | | 1 | 1 | | |
| Detector Template | | | | | | | | | | | |
| Leading Detector (ft) | 50 | | 50 | | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Detector 1 Position(ft) | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Detector 1 Size(ft) | 50 | | 50 | | 50 | 50 | | 50 | 50 | | |
| Detector 1 Type | CI+Ex | | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | |
| Detector 1 Channel | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Turn Type | Prot | | custom | | Free | Free | | Perm | Perm | | |
| Protected Phases | 3 | | | | 2 | | | 6 | | | |
| Permitted Phases | | | 8 | | | Free | | | 6 | | |
| Detector Phase | 3 | | 8 | | 2 | | | 6 | 6 | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | | 4.0 | | | 4.0 | 4.0 | | |
| Minimum Split (s) | 8.0 | | 20.0 | | 20.0 | | | 20.0 | 20.0 | | |
| Total Split (s) | 33.0 | 0.0 | 33.0 | 0.0 | 57.0 | 0.0 | 0.0 | 57.0 | 57.0 | 0.0 | 0.0 |
| Total Split (%) | 36.7% | 0.0% | 36.7% | 0.0% | 63.3% | 0.0% | 0.0% | 63.3% | 63.3% | 0.0% | 0.0% |

2025 Without Dominguez No Project
10: I-80 WB & Sierra College Blvd

2025 No Project with Dominguez PM
10/16/2008

| Lane Group | WBL2 | WBL | WBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NER |
|---|---|-----|------|-----|-------|------------------------|-----|-------|-------|-----|-----|
| Maximum Green (s) | 29.0 | | 29.0 | | 53.0 | | | 53.0 | 53.0 | | |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | | | 3.5 | 3.5 | | |
| All-Red Time (s) | 0.5 | | 0.5 | | 0.5 | | | 0.5 | 0.5 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | | 3.0 | | | 3.0 | 3.0 | | |
| Recall Mode | None | | None | | C-Max | | | C-Max | C-Max | | |
| Walk Time (s) | | | 5.0 | | 5.0 | | | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | | 11.0 | | 11.0 | | | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | | 0 | | 0 | | | 0 | 0 | | |
| Act Effct Green (s) | 18.8 | | 18.8 | | 63.2 | 90.0 | | 63.2 | 63.2 | | |
| Actuated g/C Ratio | 0.21 | | 0.21 | | 0.70 | 1.00 | | 0.70 | 0.70 | | |
| v/c Ratio | 0.71 | | 0.66 | | 0.26 | 0.22 | | 0.46 | 0.20 | | |
| Control Delay | 38.5 | | 23.8 | | 1.8 | 0.3 | | 3.7 | 0.5 | | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.1 | 0.0 | | |
| Total Delay | 38.5 | | 23.8 | | 1.8 | 0.3 | | 3.9 | 0.5 | | |
| LOS | D | | C | | A | A | | A | A | | |
| Approach Delay | | | | | 1.3 | | | 3.3 | | | |
| Approach LOS | | | | | A | | | A | | | |
| Intersection Summary | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | |
| Cycle Length: | 90 | | | | | | | | | | |
| Actuated Cycle Length: | 90 | | | | | | | | | | |
| Offset: | 6 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Green | | | | | | | | | | |
| Natural Cycle: | 40 | | | | | | | | | | |
| Control Type: | Actuated-Coordinated | | | | | | | | | | |
| Maximum v/c Ratio: | 0.71 | | | | | | | | | | |
| Intersection Signal Delay: | 9.5 | | | | | Intersection LOS: A | | | | | |
| Intersection Capacity Utilization: | 52.9% | | | | | ICU Level of Service A | | | | | |
| Analysis Period (min): | 15 | | | | | | | | | | |
| Splits and Phases: 10: I-80 WB & Sierra College Blvd | | | | | | | | | | | |
| | | | | | | | | | | | |

2025 Without Dominguez No Project
11: I-80 EB & Rocklin Crossings

2025 No Project with Dominguez PM
10/16/2008

| Lane Group | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ |
| Volume (vph) | 143 | 212 | 60 | 245 | 313 | 168 | 1068 | 309 | 243 | 187 | 1084 | 385 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | | 125 | 0 | 0 | | | 0 | | 250 | | 500 |
| Storage Lanes | | | 1 | 1 | 2 | | | 2 | | 2 | | 1 |
| Taper Length (ft) | | | 25 | 25 | 25 | | | 25 | | 25 | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.850 | 0.850 | | 0.850 | 0.850 | | | 0.850 |
| Fit Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 1770 | 1583 | 1583 | 5085 | 1583 | 1583 | 3433 | 3539 | 1583 |
| Fit Permitted | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 1770 | 1583 | 1583 | 5085 | 1583 | 1583 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | | 60 | | | 168 | | | 243 | | | 385 |
| Link Speed (mph) | | 45 | | | | | 50 | | | | 50 | |
| Link Distance (ft) | | 506 | | | | | 390 | | | | 1678 | |
| Travel Time (s) | | 7.7 | | | | | 5.3 | | | | 22.9 | |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 143 | 212 | 60 | 245 | 313 | 168 | 1068 | 309 | 243 | 187 | 1084 | 385 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 143 | 212 | 60 | 245 | 313 | 168 | 1068 | 309 | 243 | 187 | 1084 | 385 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Right | Right | Left | Right | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | | | 24 | | | | 24 | |
| Link Offset(ft) | | 0 | | | | | 0 | | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | | | 16 | | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | 9 | 9 | | 9 | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Turn Type | Prot | | Perm | Prot | custom | Free | | Free | Perm | Prot | | Free |
| Protected Phases | 7 | 4! | | 3! | | | 2 | | | 1! | | 6 |
| Permitted Phases | | | | | 8! | Free | | Free! | 2 | | | Free |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | | 2 | | 2 | 1 | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 20.0 | | 20.0 | 8.0 | | 20.0 |
| Total Split (s) | 12.0 | 20.0 | 20.0 | 25.0 | 33.0 | 0.0 | 32.0 | 0.0 | 32.0 | 13.0 | 45.0 | 0.0 |
| Total Split (%) | 13.3% | 22.2% | 22.2% | 27.8% | 36.7% | 0.0% | 35.6% | 0.0% | 35.6% | 14.4% | 50.0% | 0.0% |

2025 Without Dominguez No Project
11: I-80 EB & Rocklin Crossings

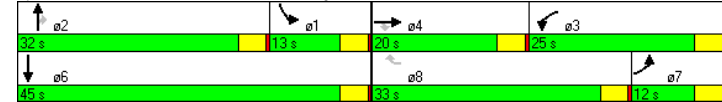
2025 No Project with Dominguez PM
10/16/2008

| Lane Group | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|-------|------|-------|------|------|-------|
| Maximum Green (s) | 8.0 | 16.0 | 16.0 | 21.0 | 29.0 | | 28.0 | | 28.0 | 9.0 | 41.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | | 0.5 | 0.5 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | | Lead | Lag | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | | Yes | Yes | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | C-Max | | C-Max | None | | C-Max |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | 11.0 | | 11.0 | | | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | 0 | | 0 | | | 0 |
| Act Effct Green (s) | 8.4 | 10.7 | 10.7 | 20.3 | 22.6 | 90.0 | 34.0 | 90.0 | 34.0 | 9.0 | 47.0 | 90.0 |
| Actuated g/C Ratio | 0.09 | 0.12 | 0.12 | 0.23 | 0.25 | 1.00 | 0.38 | 1.00 | 0.38 | 0.10 | 0.52 | 1.00 |
| v/c Ratio | 0.45 | 0.50 | 0.25 | 0.61 | 0.79 | 0.11 | 0.56 | 0.20 | 0.32 | 0.55 | 0.59 | 0.24 |
| Control Delay | 43.2 | 41.0 | 12.4 | 37.8 | 45.3 | 0.1 | 7.2 | 0.2 | 1.1 | 37.5 | 12.3 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.2 | 41.0 | 12.4 | 37.8 | 45.3 | 0.1 | 7.2 | 0.2 | 1.1 | 37.5 | 12.3 | 0.3 |
| LOS | D | D | B | D | D | A | A | A | A | D | B | A |
| Approach Delay | | 37.6 | | | | | 4.9 | | | | 12.4 | |
| Approach LOS | | D | | | | | A | | | | B | |

Intersection Summary

| | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 90 |
| Offset: | 3 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.79 |
| Intersection Signal Delay: | 15.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 59.4% |
| ICU Level of Service: | B |
| Analysis Period (min): | 15 |
| ! Phase conflict between lane groups. | |

Splits and Phases: 11: I-80 EB & Rocklin Crossings



Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 1 0 3 0 1 2 0 1 0 1 2 0 1 0 1

Volume Module:
Base Vol: 106 1533 97 206 1296 54 174 59 230 429 148 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 1533 97 206 1296 54 174 59 230 429 148 48
Added Vol: 0 -148 0 -20 -160 0 0 0 0 0 0 -27
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 106 1385 97 186 1136 54 174 59 230 429 148 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 106 1385 97 186 1136 54 174 59 230 429 148 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 1385 97 186 1136 54 174 59 230 429 148 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 117 1385 97 186 1136 54 191 59 230 472 148 21

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 1375 4125 1375 2750 1375 1375 2750 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.34 0.07 0.14 0.28 0.04 0.07 0.04 0.17 0.17 0.11 0.02
Crit Vol: 462 186 230 236
Crit Moves: **** **

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 286 1325 137 381 1387 162 291 480 398 80 281 139
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 286 1325 137 381 1387 162 291 480 398 80 281 139
Added Vol: 0 -76 0 -52 -82 -14 -13 0 0 0 0 -48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 286 1249 137 329 1305 148 278 480 398 80 281 91
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 286 1249 137 329 1305 148 278 480 398 80 281 91
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 286 1249 137 329 1305 148 278 480 398 80 281 91
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 315 1249 137 362 1305 148 306 480 398 88 281 91

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.51 0.49
Final Sat.: 2750 4125 1375 2750 4125 1375 2750 2750 1375 2750 2077 673

Capacity Analysis Module:
Vol/Sat: 0.11 0.30 0.10 0.13 0.32 0.11 0.11 0.17 0.29 0.03 0.14 0.14
Crit Vol: 416 181 398 44
Crit Moves: **** **

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Control: | Protected Include | | | Protected Include | | | Split Phase Include | | | Split Phase Ovl | | |
|-------------|-------------------|---|---|-------------------|---|---|---------------------|---|---|-----------------|---|---|
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 8 | 597 | 111 | 462 | 545 | 11 | 7 | 11 | 9 | 90 | 12 | 663 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 8 | 597 | 111 | 462 | 545 | 11 | 7 | 11 | 9 | 90 | 12 | 663 |
| Added Vol: | 0 | -60 | -7 | 0 | -55 | 0 | 0 | 0 | 0 | -7 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 8 | 537 | 104 | 462 | 490 | 11 | 7 | 11 | 9 | 83 | 12 | 663 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 8 | 537 | 104 | 462 | 490 | 11 | 7 | 11 | 9 | 83 | 12 | 663 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 537 | 104 | 462 | 490 | 11 | 7 | 11 | 9 | 83 | 12 | 663 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 8 | 537 | 104 | 462 | 490 | 11 | 7 | 11 | 9 | 83 | 12 | 663 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 0.84 | 0.16 | 1.00 | 0.98 | 0.02 | 0.26 | 0.41 | 0.33 | 0.87 | 0.13 | 1.00 |
| Final Sat.: | 1375 | 1152 | 223 | 1375 | 1345 | 30 | 356 | 560 | 458 | 1201 | 174 | 1375 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.47 | 0.47 | 0.34 | 0.36 | 0.36 | 0.02 | 0.02 | 0.02 | 0.07 | 0.07 | 0.48 |
| Crit Vol: | | | | | | | 27 | | | 663 | | |
| Crit Moves: | **** | | | | | | **** | | | **** | | |

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
 Optimal Cycle: 26 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Control: | Protected Include | | | Protected Ignore | | | Permitted Include | | | Permitted Include | | |
|-------------|-------------------|---|---|------------------|---|---|-------------------|---|---|-------------------|---|---|
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 169 | 490 | 194 | 31 | 245 | 432 | 91 | 47 | 128 | 158 | 52 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 169 | 490 | 194 | 31 | 245 | 432 | 91 | 47 | 128 | 158 | 52 | 51 |
| Added Vol: | -7 | -7 | 0 | 0 | -7 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 162 | 483 | 194 | 31 | 238 | 432 | 91 | 47 | 121 | 158 | 52 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 483 | 194 | 31 | 238 | 0 | 91 | 47 | 121 | 158 | 52 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 483 | 194 | 31 | 238 | 0 | 91 | 47 | 121 | 158 | 52 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 162 | 483 | 194 | 31 | 238 | 0 | 91 | 47 | 121 | 158 | 52 | 51 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 1.00 | 0.76 | 0.76 | 0.85 | 0.61 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.43 | 0.57 | 1.00 | 1.00 | 1.00 | 0.66 | 0.34 | 1.00 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1805 | 2465 | 990 | 1805 | 1900 | 1900 | 950 | 491 | 1615 | 1167 | 888 | 871 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.20 | 0.20 | 0.02 | 0.13 | 0.00 | 0.10 | 0.10 | 0.07 | 0.14 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.24 | 0.52 | 0.52 | 0.05 | 0.33 | 0.00 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.00 | 0.27 | 0.27 | 0.21 | 0.38 | 0.16 | 0.16 |
| Delay/Veh: | 32.7 | 14.5 | 14.5 | 49.2 | 26.1 | 0.0 | 23.3 | 23.3 | 22.6 | 24.6 | 22.2 | 22.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.7 | 14.5 | 14.5 | 49.2 | 26.1 | 0.0 | 23.3 | 23.3 | 22.6 | 24.6 | 22.2 | 22.2 |
| LOS by Move: | C | B | B | D | C | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 4 | 7 | 7 | 1 | 6 | 0 | 3 | 3 | 3 | 4 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 15.5 Worst Case Level Of Service: E[40.3]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Values range from 0 to 1.00.

Critical Gap Module:

Table with 4 columns: Critical Gp, FollowUpTim. Values include 4.1, 2.2, 6.4, 3.5.

Capacity Module:

Table with 4 columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 552, 1028, 196, 0.17.

Level Of Service Module:

Table with 4 columns: 2Way95thQ, Control Del, LOS by Move, SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.6, 9.2, A, 0.6, 9.2, A, 40.3, E.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: F[59.8]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Values range from 0 to 1.00.

Critical Gap Module:

Table with 4 columns: Critical Gp, FollowUpTim. Values include 6.2, 3.3, 4.1, 2.2.

Capacity Module:

Table with 4 columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values include 1056, 252, 210, 0.66.

Level Of Service Module:

Table with 4 columns: 2Way95thQ, Control Del, LOS by Move, SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.7, 9.4, A, 7.5, 59.8, F, 59.8, F.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 14.6 Worst Case Level Of Service: C [23.1]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Uncontrolled | | Uncontrolled | | Stop Sign | | Stop Sign | |
|--------------------------|--------------|------|--------------|------|-----------|------|-----------|--------|
| Rights: | Include | | Include | | Include | | Include | |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | |
| Base Vol: | 307 | 102 | 0 | 0 | 74 | 172 | 215 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 307 | 102 | 0 | 0 | 74 | 172 | 215 | 0 |
| Added Vol: | -48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 259 | 102 | 0 | 0 | 74 | 172 | 215 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 259 | 102 | 0 | 0 | 74 | 172 | 215 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 259 | 102 | 0 | 0 | 74 | 172 | 215 | 0 |
| Critical Gap Module: | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxx | xxxx | xxxx | xxxx | 6.4 | xxxx |
| FollowUpTim: | 2.2 | xxxx | xxxx | xxxx | xxxx | xxxx | 3.5 | xxxx |
| Capacity Module: | | | | | | | | |
| Cnflct Vol: | 246 | xxxx | xxxx | xxxx | xxxx | xxxx | 780 | xxxx |
| Potent Cap.: | 1332 | xxxx | xxxx | xxxx | xxxx | xxxx | 367 | xxxx |
| Move Cap.: | 1332 | xxxx | xxxx | xxxx | xxxx | xxxx | 303 | xxxx |
| Volume/Cap: | 0.19 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.71 | xxxx |
| Level Of Service Module: | | | | | | | | |
| 2Way95thQ: | 0.7 | xxxx | xxxx | xxxx | xxxx | xxxx | 5.0 | xxxx |
| Control Del: | 8.4 | xxxx | xxxx | xxxx | xxxx | xxxx | 41.5 | xxxx |
| LOS by Move: | A | * | * | * | * | * | E | * |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR |
| Shared Cap.: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| SharedQueue: | 0.7 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| Shrd ConDel: | 8.4 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| Shared LOS: | A | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | xxxxxx | | | 23.1 | | xxxxxx |
| ApproachLOS: | * | | * | | | C | | * |

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Protected | | Protected | | Permitted | | Permitted | |
|---------------------------|-----------|------|-----------|------|-----------|------|-----------|------|
| Rights: | Include | | Include | | Include | | Include | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | |
| Base Vol: | 2 | 1089 | 71 | 358 | 802 | 10 | 61 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 1089 | 71 | 358 | 802 | 10 | 61 | 33 |
| Added Vol: | 0 | -67 | 0 | 0 | -62 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 2 | 1022 | 71 | 358 | 740 | 10 | 61 | 33 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 1022 | 71 | 358 | 740 | 10 | 61 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 1022 | 71 | 358 | 740 | 10 | 61 | 33 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 2 | 1022 | 71 | 358 | 740 | 10 | 61 | 33 |
| Saturation Flow Module: | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.87 | 0.13 | 1.00 | 1.97 | 0.03 | 0.62 | 0.33 |
| Final Sat.: | 1425 | 2665 | 185 | 1425 | 2812 | 38 | 878 | 475 |
| Capacity Analysis Module: | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.38 | 0.25 | 0.26 | 0.26 | 0.07 | 0.07 |
| Crit Vol: | | 547 | 358 | | | | 61 | 237 |
| Crit Moves: | | **** | **** | | | | **** | **** |

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 1 0 0 0 1

Volume Module:
Base Vol: 22 276 397 110 304 21 55 136 61 304 62 114
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 276 397 110 304 21 55 136 61 304 62 114
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 276 397 110 304 21 55 136 61 304 62 114
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 22 276 397 110 304 21 55 136 61 304 62 114
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 276 397 110 304 21 55 136 61 304 62 114
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 22 276 397 110 304 21 55 136 61 334 62 114

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.87 0.13 1.00 1.38 0.62 1.69 0.31 1.00
Final Sat.: 1375 2750 1375 1375 2572 178 1375 1898 852 2320 430 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.29 0.08 0.12 0.12 0.04 0.07 0.07 0.14 0.14 0.08
Crit Vol: 397 110 99 198
Crit Moves: **** **** **** ****

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 1 0 0 1 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 36 16 29 506 22 176 379 623 15 35 456 325
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 36 16 29 506 22 176 379 623 15 35 456 325
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 16 29 506 22 176 379 623 15 35 456 325
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 36 16 29 506 22 176 379 623 15 35 456 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 16 29 506 22 176 379 623 15 35 456 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 36 16 29 557 22 176 379 623 15 35 456 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 1.92 0.08 1.00 1.00 1.95 0.05 1.00 2.00 1.00
Final Sat.: 1375 489 886 2645 105 1375 1375 2685 65 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.21 0.21 0.13 0.28 0.23 0.23 0.03 0.17 0.00
Crit Vol: 45 289 379 228
Crit Moves: **** **** **** ****

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic flows and 12 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 12 rows of capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic flows and 12 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 12 rows of capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic flows and 10 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive
Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic flows and 10 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing volume-to-saturation ratios and critical moves.

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing volume-to-saturation ratios and critical moves.

Rocklin Commons
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 271 | 597 | 94 | 63 | 526 | 224 | 198 | 19 | 143 | 119 | 18 | 29 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 271 | 597 | 94 | 63 | 526 | 224 | 198 | 19 | 143 | 119 | 18 | 29 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 271 | 597 | 94 | 63 | 526 | 224 | 198 | 19 | 143 | 119 | 18 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 271 | 597 | 94 | 63 | 526 | 224 | 198 | 19 | 143 | 119 | 18 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 271 | 597 | 94 | 63 | 526 | 224 | 198 | 19 | 143 | 119 | 18 | 29 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 271 | 597 | 94 | 63 | 526 | 224 | 198 | 19 | 157 | 119 | 18 | 29 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.59 | 0.41 | 1.00 | 2.10 | 0.90 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1375 | 3564 | 561 | 1375 | 2893 | 1232 | 1375 | 1375 | 2750 | 1375 | 1375 | 1375 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.17 | 0.17 | 0.05 | 0.18 | 0.18 | 0.14 | 0.01 | 0.06 | 0.09 | 0.01 | 0.02 |
| Crit Vol: | 271 | | | 250 | | | 198 | | | 29 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

2025 Without Dominguez No Project
10: I-80 WB & Sierra College Blvd

2025 No Project with Dominguez Sat
12/31/2008

| Lane Group | WBL2 | WBL | WBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NER |
|----------------------------|-------|------|--------|------|-------|-------|------|-------|-------|------|-------|
| Lane Configurations | ↔↔ | ↔ | ↔ | ↔ | ↕↕↕ | ↔ | ↔ | ↕↕ | ↔ | | |
| Volume (vph) | 371 | 0 | 28 | 0 | 1098 | 632 | 0 | 989 | 242 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 275 | 175 | 0 | | 300 | 0 | | 0 | 0 | 0 | 0 |
| Storage Lanes | 2 | 1 | 0 | | 1 | 0 | | 1 | 0 | 0 | 0 |
| Taper Length (ft) | 25 | 25 | 25 | | 25 | 25 | | 25 | 25 | 25 | 25 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | |
| Fit Protected | 0.950 | | | | | | | | | | |
| Satd. Flow (prot) | 3433 | 0 | 1583 | 0 | 5085 | 1583 | 0 | 3539 | 1583 | 0 | 0 |
| Fit Permitted | 0.950 | | | | | | | | | | |
| Satd. Flow (perm) | 3433 | 0 | 1583 | 0 | 5085 | 1583 | 0 | 3539 | 1583 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | |
| Satd. Flow (RTOR) | | | 105 | | | 632 | | | 242 | | |
| Link Speed (mph) | | 45 | | | 50 | | | 50 | | 30 | |
| Link Distance (ft) | | 325 | | | 1678 | | | 521 | | 221 | |
| Travel Time (s) | | 4.9 | | | 22.9 | | | 7.1 | | 5.0 | |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 371 | 0 | 28 | 0 | 1098 | 632 | 0 | 989 | 242 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | |
| Lane Group Flow (vph) | 371 | 0 | 28 | 0 | 1098 | 632 | 0 | 989 | 242 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 24 | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 |
| Number of Detectors | 1 | | 1 | | 1 | 1 | | 1 | 1 | | |
| Detector Template | | | | | | | | | | | |
| Leading Detector (ft) | 50 | | 50 | | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Detector 1 Position(ft) | 0 | | 0 | | 0 | 0 | | 0 | 0 | | |
| Detector 1 Size(ft) | 50 | | 50 | | 50 | 50 | | 50 | 50 | | |
| Detector 1 Type | Cl+Ex | | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | |
| Detector 1 Channel | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Turn Type | Prot | | custom | | Free | Free | | Perm | Perm | | |
| Protected Phases | 3 | | | | 2 | | | 6 | | | |
| Permitted Phases | | | 8 | | | Free | | | 6 | | |
| Detector Phase | 3 | | 8 | | 2 | | | 6 | 6 | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | | 4.0 | | | 4.0 | 4.0 | | |
| Minimum Split (s) | 8.0 | | 20.0 | | 20.0 | | | 20.0 | 20.0 | | |
| Total Split (s) | 30.0 | 0.0 | 30.0 | 0.0 | 60.0 | 0.0 | 0.0 | 60.0 | 60.0 | 0.0 | 0.0 |
| Total Split (%) | 33.3% | 0.0% | 33.3% | 0.0% | 66.7% | 0.0% | 0.0% | 66.7% | 66.7% | 0.0% | 0.0% |

2025 Without Dominguez No Project
10: I-80 WB & Sierra College Blvd

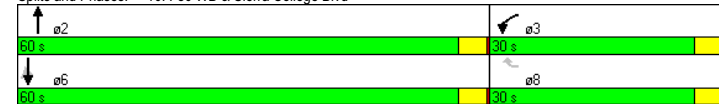
2025 No Project with Dominguez Sat
12/31/2008

| Lane Group | WBL2 | WBL | WBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NER |
|-------------------------|------|-----|------|-----|-------|------|-----|-------|-------|-----|-----|
| Maximum Green (s) | 26.0 | | 26.0 | | 56.0 | | | 56.0 | 56.0 | | |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | | | 3.5 | 3.5 | | |
| All-Red Time (s) | 0.5 | | 0.5 | | 0.5 | | | 0.5 | 0.5 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | | 3.0 | | | 3.0 | 3.0 | | |
| Recall Mode | None | | None | | C-Max | | | C-Max | C-Max | | |
| Walk Time (s) | | | 5.0 | | 5.0 | | | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | | 11.0 | | 11.0 | | | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | | 0 | | 0 | | | 0 | 0 | | |
| Act Effct Green (s) | 15.0 | | 15.0 | | 67.0 | 90.0 | | 67.0 | 67.0 | | |
| Actuated g/C Ratio | 0.17 | | 0.17 | | 0.74 | 1.00 | | 0.74 | 0.74 | | |
| v/c Ratio | 0.65 | | 0.08 | | 0.29 | 0.40 | | 0.38 | 0.20 | | |
| Control Delay | 40.1 | | 0.4 | | 1.4 | 1.7 | | 3.3 | 0.6 | | |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 40.1 | | 0.4 | | 1.4 | 1.7 | | 3.3 | 0.6 | | |
| LOS | D | | A | | A | A | | A | A | | |
| Approach Delay | | | | | 1.5 | | | 2.7 | | | |
| Approach LOS | | | | | A | | | A | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 6.2
 Intersection LOS: A
 Intersection Capacity Utilization 44.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 10: I-80 WB & Sierra College Blvd



2025 Without Dominguez No Project
11: I-80 EB & Rocklin Crossings

2025 No Project with Dominguez Sat
12/31/2008

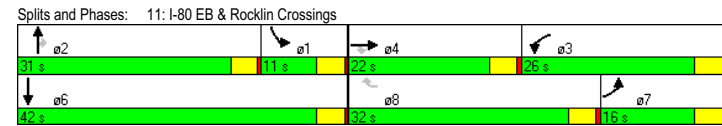
| Lane Group | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↕↕ | ↔↔ | ↔↔ | ↔↔ | ↔↔ | ↕↕ | ↔↔ | ↔↔ | ↔↔ | ↕↕ | ↔↔ |
| Volume (vph) | 300 | 576 | 122 | 344 | 293 | 162 | 1166 | 311 | 338 | 200 | 865 | 295 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 125 | 0 | 0 | | | | 0 | | 250 | | 500 |
| Storage Lanes | | 1 | | 1 | | 2 | | | 2 | | | 1 |
| Taper Length (ft) | | 25 | | 25 | | 25 | | | 25 | | | 25 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | 0.850 | | 0.850 | | 0.850 | | 0.850 | | 0.850 | | 0.850 |
| Fit Protected | 0.950 | | | 0.950 | | | | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 1770 | 1583 | 1583 | 5085 | 1583 | 1583 | 3433 | 3539 | 1583 |
| Fit Permitted | 0.950 | | | 0.950 | | | | | 0.950 | | | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 1770 | 1583 | 1583 | 5085 | 1583 | 1583 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 106 | | | 162 | | | 338 | | | 295 |
| Link Speed (mph) | | 45 | | | | | 50 | | | | | 50 |
| Link Distance (ft) | | 506 | | | | | 390 | | | | | 1678 |
| Travel Time (s) | | 7.7 | | | | | 5.3 | | | | | 22.9 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 300 | 576 | 122 | 344 | 293 | 162 | 1166 | 311 | 338 | 200 | 865 | 295 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 300 | 576 | 122 | 344 | 293 | 162 | 1166 | 311 | 338 | 200 | 865 | 295 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Right | Right | Left | Right | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | | | 24 | | | | | 24 |
| Link Offset(ft) | | 0 | | | | | 0 | | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | | | 16 | | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | 9 | 9 | | 9 | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Detector Template | | | | | | | | | | | | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Turn Type | Prot | Perm | Perm | Prot | custom | Free | Free | Perm | Prot | Free | Free | Free |
| Protected Phases | 7 | 4! | | 3! | | | 2 | | | 1! | | 6 |
| Permitted Phases | | | | | 8! | Free | Free! | | | | | Free |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | | 2 | | 2 | 1 | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 20.0 | | 20.0 | 8.0 | | 20.0 |
| Total Split (s) | 16.0 | 22.0 | 22.0 | 26.0 | 32.0 | 0.0 | 31.0 | 0.0 | 31.0 | 11.0 | 42.0 | 0.0 |
| Total Split (%) | 17.8% | 24.4% | 24.4% | 28.9% | 35.6% | 0.0% | 34.4% | 0.0% | 34.4% | 12.2% | 46.7% | 0.0% |

2025 Without Dominguez No Project
11: I-80 EB & Rocklin Crossings

2025 No Project with Dominguez Sat
12/31/2008

| Lane Group | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|-------|------|-------|------|------|-------|
| Maximum Green (s) | 12.0 | 18.0 | 18.0 | 22.0 | 28.0 | | 27.0 | | 27.0 | 7.0 | 38.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | | 0.5 | 0.5 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | | Lead | Lag | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | | Yes | Yes | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | C-Max | | C-Max | None | | C-Max |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | 11.0 | | 11.0 | | | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | 0 | | 0 | | | 0 |
| Act Effct Green (s) | 16.3 | 17.5 | 17.5 | 20.4 | 21.5 | 90.0 | 29.1 | 90.0 | 29.1 | 7.0 | 40.1 | 90.0 |
| Actuated g/C Ratio | 0.18 | 0.19 | 0.19 | 0.23 | 0.24 | 1.00 | 0.32 | 1.00 | 0.32 | 0.08 | 0.45 | 1.00 |
| v/c Ratio | 0.48 | 0.84 | 0.31 | 0.86 | 0.77 | 0.10 | 0.71 | 0.20 | 0.46 | 0.75 | 0.55 | 0.19 |
| Control Delay | 36.7 | 47.2 | 10.8 | 54.4 | 45.5 | 0.1 | 12.6 | 0.2 | 1.9 | 51.4 | 14.4 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.7 | 47.2 | 10.8 | 54.4 | 45.5 | 0.1 | 12.6 | 0.2 | 1.9 | 51.4 | 14.4 | 0.2 |
| LOS | D | D | B | D | D | A | B | A | A | D | B | A |
| Approach Delay | | 39.6 | | | | | 8.5 | | | | | 16.8 |
| Approach LOS | | D | | | | | A | | | | | B |

| Intersection Summary | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 90 |
| Offset: | 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.86 |
| Intersection Signal Delay: | 22.1 |
| Intersection Capacity Utilization: | 76.5% |
| ICU Level of Service: | D |
| Analysis Period (min): | 15 |
| ! Phase conflict between lane groups. | |



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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 1 0 3 0 1 2 0 1 0 1 2 0 1 0 1

Volume Module:
Base Vol: 240 1060 384 299 587 50 180 315 396 219 134 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 240 1060 384 299 587 50 180 315 396 219 134 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 240 1060 384 299 587 50 180 315 396 219 134 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 240 1060 384 299 587 50 180 315 396 219 134 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 240 1060 384 299 587 50 180 315 396 219 134 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 264 1060 384 299 587 50 198 315 396 241 134 6

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 1375 4125 1375 2750 1375 1375 2750 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.28 0.22 0.14 0.04 0.07 0.23 0.29 0.09 0.10 0.00
Crit Vol: 384 299 396 120
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 203 778 90 192 848 129 137 310 188 117 338 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 203 778 90 192 848 129 137 310 188 117 338 76
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 203 778 90 192 848 129 137 310 188 117 338 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 203 778 90 192 848 129 137 310 188 117 338 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 203 778 90 192 848 129 137 310 188 117 338 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 223 778 90 211 848 129 151 310 188 129 338 76

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.63 0.37
Final Sat.: 2750 4125 1375 2750 4125 1375 2750 2750 1375 2750 2245 505

Capacity Analysis Module:
Vol/Sat: 0.08 0.19 0.07 0.08 0.21 0.09 0.05 0.11 0.14 0.05 0.15 0.15
Crit Vol: 112 283 75 207
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 25 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Table with 12 columns and 10 rows of HCM2kAvgQ data.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C[16.1]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 376 91 100 355 0 0 0 0 89 0 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 376 91 100 355 0 0 0 0 89 0 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 376 91 100 355 0 0 0 0 89 0 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 376 91 100 355 0 0 0 0 89 0 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 376 91 100 355 0 0 0 0 89 0 230

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 467 xxxx xxxxx xxxxx xxxx xxxxx 931 xxxx 376
Potent Cap.: xxxx xxxx xxxxx 1105 xxxx xxxxx xxxxx xxxx xxxxx 299 xxxx 675
Move Cap.: xxxx xxxx xxxxx 1105 xxxx xxxxx xxxxx xxxx xxxxx 277 xxxx 675
Volume/Cap: xxxx xxxx xxxxx 0.09 xxxx xxxxx xxxxx xxxx xxxxx 0.32 xxxx 0.34

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx 1.3 xxxx 1.5
Control Del:xxxxx xxxx xxxxx 8.6 xxxx xxxxx xxxxx xxxx xxxxx 24.0 xxxx 13.1
LOS by Move: * * * A * * * * * C * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 16.1
ApproachLOS: * * * C

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[12.3]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:
Base Vol: 22 0 153 0 0 0 0 0 280 30 104 203 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 0 153 0 0 0 0 0 280 30 104 203 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 0 153 0 0 0 0 0 280 30 104 203 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 22 0 153 0 0 0 0 0 280 30 104 203 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 22 0 153 0 0 0 0 0 280 30 104 203 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
Cnflct Vol: 706 xxxxx 295 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 310 xxxxx xxxxx
Potent Cap.: 405 xxxxx 749 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 1262 xxxxx xxxxx
Move Cap.: 378 xxxxx 749 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 1262 xxxxx xxxxx
Volume/Cap: 0.06 xxxxx 0.20 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.08 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
LOS by Move: * * * * * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 667 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx 1.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Shrd ConDel:xxxxx 12.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
Shared LOS: * B * * * * * * * * * A * * *
ApproachDel: 12.3 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * * C

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: C [18.1]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 144 72 0 0 65 300 264 0 415 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 72 0 0 65 300 264 0 415 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 144 72 0 0 65 300 264 0 415 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 144 72 0 0 65 300 264 0 415 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 144 72 0 0 65 300 264 0 415 0 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 365 xxxxx xxxxx xxxxx xxxxx xxxxx 575 xxxxx 215 xxxxx xxxxx xxxxx
Potent Cap.: 1205 xxxxx xxxxx xxxxx xxxxx xxxxx 483 xxxxx 830 xxxxx xxxxx xxxxx
Move Cap.: 1205 xxxxx xxxxx xxxxx xxxxx xxxxx 435 xxxxx 830 xxxxx xxxxx xxxxx
Volume/Cap: 0.12 xxxxx xxxxx xxxxx xxxxx xxxxx 0.61 xxxxx 0.50 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx 3.9 xxxxx 2.8 xxxxx xxxxx xxxxx
Control Del: 8.4 xxxxx xxxxx xxxxx xxxxx xxxxx 25.2 xxxxx 13.6 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * D * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 18.1 xxxxxx
ApproachLOS: * * * * * C * * * * *

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 6 560 35 284 718 7 6 33 10 38 13 116
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 560 35 284 718 7 6 33 10 38 13 116
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 560 35 284 718 7 6 33 10 38 13 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 560 35 284 718 7 6 33 10 38 13 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 560 35 284 718 7 6 33 10 38 13 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 560 35 284 718 7 6 33 10 38 13 116

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.88 0.12 1.00 1.98 0.02 0.12 0.68 0.20 0.23 0.08 0.69
Final Sat.: 1425 2682 168 1425 2822 28 174 960 291 324 111 990

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.20 0.25 0.25 0.03 0.03 0.03 0.12 0.12 0.12
Crit Vol: 298 284 6 167
Crit Moves: **** * * * * *
