# APPENDIX G

# 2030 NO PROJECT WITHOUT DOMINGUEZ ROAD TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS

**Rocklin Crossings Traffic Impact Study**
**Without Dominguez Road Extension - 2030 Link Volume Adjustments**

**Blue Areas = Input areas**

**2008 AM Peak Hour (38% of the Peak Period)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 368 | 275 | 394 | 52 | 207 | 304 | 552 | 26 |
| 2 | 182 | 736 | 0 | 521 | 409 | 601 | 0 | 430 |
| 3 | 172 | 921 | 0 | 601 | 0 | 340 | 618 | 736 |
| 4 | 0 | 574 | 653 | 340 | 116 | 530 | 0 | 921 |
| 5 | 35 | 269 | 9 | 214 | 134 | 129 | 37 | 228 |
| 6 | 14 | 111 | 0 | 60 | 60 | 27 | 0 | 98 |
| 7 | 383 | 342 | 332 | 113 | 94 | 258 | 467 | 351 |
| 8 | 467 | 108 | 279 | 0 | 332 | 28 | 492 | 0 |
| 9 | 488 | 0 | 332 | 18 | 290 | 0 | 430 | 116 |
| 10 | 430 | 410 | 281 | 0 | 332 | 216 | 573 | 0 |
| 11 | 555 | 0 | 252 | 166 | 281 | 0 | 572 | 138 |
| 12 | 572 | 0 | 252 | 0 | 252 | 0 | 572 | 0 |
| 13 | 448 | 359 | 402 | 224 | 252 | 153 | 589 | 438 |
| 14 | 571 | 117 | 222 | 0 | 293 | 302 | 316 | 0 |
| 15 | 348 | 0 | 285 | 76 | 193 | 0 | 76 | 413 |
| 16 | 76 | 132 | 203 | 0 | 285 | 50 | 75 | 0 |
| 17 | 0 | 100 | 15 | 20 | 0 | 28 | 49 | 58 |
| 18 | 62 | 0 | 299 | 117 | 24 | 0 | 134 | 319 |
| 19 | 348 | 30 | 74 | 9 | 103 | 29 | 315 | 14 |
| 20 | 380 | 93 | 99 | 0 | 191 | 60 | 322 | 0 |
| 21 | 239 | 157 | 278 | 251 | 164 | 79 | 390 | 291 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**2030 AM Peak Hour (38% of the Peak Period)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 828 | 1,098 | 1,329 | 191 | 770 | 789 | 1,649 | 238 |
| 2 | 461 | 2,272 | 0 | 1,141 | 991 | 1,295 | 0 | 1,590 |
| 3 | 698 | 2,345 | 0 | 1,295 | 0 | 930 | 1,135 | 2,272 |
| 4 | 0 | 1,660 | 1,500 | 930 | 326 | 1,421 | 0 | 2,345 |
| 5 | 346 | 936 | 61 | 738 | 694 | 413 | 158 | 817 |
| 6 | 110 | 372 | 0 | 274 | 137 | 284 | 0 | 336 |
| 7 | 1,864 | 1,049 | 1,452 | 386 | 1,002 | 564 | 2,023 | 1,162 |
| 8 | 2,023 | 743 | 1,232 | 0 | 1,452 | 453 | 2,091 | 0 |
| 9 | 1,982 | 0 | 1,679 | 165 | 1,270 | 0 | 1,788 | 705 |
| 10 | 1,788 | 1,314 | 1,850 | 109 | 1,679 | 166 | 2,798 | 419 |
| 11 | 1,979 | 255 | 1,080 | 1,433 | 2,133 | 684 | 1,846 | 48 |
| 12 | 1,846 | 77 | 933 | 0 | 917 | 38 | 1,901 | 0 |
| 13 | 1,476 | 1,018 | 1,347 | 544 | 871 | 323 | 1,864 | 1,327 |
| 14 | 1,252 | 494 | 402 | 0 | 691 | 511 | 945 | 0 |
| 15 | 911 | 0 | 691 | 221 | 626 | 0 | 371 | 779 |
| 16 | 371 | 662 | 399 | 0 | 691 | 208 | 532 | 0 |
| 17 | 0 | 656 | 110 | 194 | 0 | 251 | 114 | 594 |
| 18 | 426 | 0 | 695 | 273 | 142 | 0 | 285 | 967 |
| 19 | 1,681 | 272 | 420 | 26 | 689 | 87 | 1,394 | 231 |
| 20 | 2,126 | 337 | 630 | 0 | 862 | 379 | 1,851 | 0 |
| 21 | 722 | 465 | 520 | 359 | 421 | 175 | 885 | 584 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**2008 PM Peak Hour (28% of the Peak Period)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 392 | 532 | 1,191 | 35 | 697 | 596 | 786 | 35 |
| 2 | 817 | 1,163 | 0 | 902 | 516 | 1,429 | 0 | 937 |
| 3 | 233 | 1,435 | 0 | 1,429 | 0 | 769 | 1,167 | 1,163 |
| 4 | 0 | 927 | 1,130 | 769 | 271 | 1,119 | 0 | 1,435 |
| 5 | 218 | 243 | 84 | 522 | 124 | 537 | 30 | 376 |
| 6 | 101 | 125 | 0 | 240 | 54 | 246 | 0 | 165 |
| 7 | 277 | 362 | 890 | 655 | 675 | 705 | 576 | 230 |
| 8 | 576 | 107 | 885 | 0 | 890 | 214 | 464 | 0 |
| 9 | 483 | 0 | 761 | 251 | 883 | 0 | 504 | 110 |
| 10 | 504 | 326 | 731 | 1 | 761 | 194 | 605 | 0 |
| 11 | 605 | 0 | 847 | 434 | 731 | 0 | 538 | 618 |
| 12 | 538 | 0 | 847 | 0 | 847 | 0 | 538 | 0 |
| 13 | 580 | 291 | 856 | 839 | 848 | 547 | 767 | 403 |
| 14 | 550 | 364 | 641 | 0 | 904 | 363 | 287 | 0 |
| 15 | 514 | 0 | 486 | 70 | 465 | 0 | 186 | 459 |
| 16 | 186 | 482 | 187 | 0 | 486 | 144 | 225 | 0 |
| 17 | 0 | 102 | 87 | 139 | 0 | 209 | 35 | 85 |
| 18 | 48 | 0 | 308 | 513 | 109 | 0 | 487 | 274 |
| 19 | 273 | 12 | 526 | 61 | 582 | 51 | 224 | 15 |
| 20 | 411 | 140 | 545 | 0 | 684 | 150 | 263 | 0 |
| 21 | 189 | 117 | 622 | 450 | 365 | 196 | 473 | 344 |
| 22 | | | | | | | | |

**2030 PM Peak Hour (28% of the Peak Period)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 824 | 952 | 1,683 | 337 | 827 | 1,317 | 1,404 | 249 |
| 2 | 1,006 | 1,826 | 0 | 1,907 | 768 | 2,556 | 0 | 1,416 |
| 3 | 438 | 2,124 | 0 | 2,556 | 0 | 1,849 | 1,444 | 1,826 |
| 4 | 0 | 1,673 | 1,144 | 1,849 | 633 | 1908 | 0 | 2,124 |
| 5 | 684 | 594 | 387 | 1,069 | 558 | 1159 | 128 | 890 |
| 6 | 165 | 385 | 0 | 492 | 329 | 452 | 0 | 261 |
| 7 | 1,287 | 629 | 2,197 | 1,333 | 1,925 | 1,034 | 1,917 | 570 |
| 8 | 1917 | 618 | 2143 | 0 | 2197 | 873 | 1607 | 0 |
| 9 | 1592 | 0 | 1917 | 709 | 2002 | 0 | 1993 | 267 |
| 10 | 1993 | 801 | 2170 | 559 | 1917 | 412 | 2870 | 324 |
| 11 | 1825 | 674 | 1938 | 959 | 3090 | 576 | 1380 | 240 |
| 12 | 1380 | 217 | 2033 | 0 | 1887 | 182 | 1561 | 0 |
| 13 | 1341 | 465 | 2191 | 1525 | 1566 | 1139 | 1921 | 896 |
| 14 | 760 | 493 | 899 | 0 | 1169 | 523 | 459 | 0 |
| 15 | 733 | 0 | 897 | 190 | 680 | 0 | 365 | 814 |
| 16 | 365 | 605 | 790 | 0 | 897 | 338 | 525 | 0 |
| 17 | 0 | 321 | 201 | 658 | 0 | 758 | 126 | 295 |
| 18 | 186 | 0 | 454 | 1125 | 523 | 0 | 791 | 452 |
| 19 | 1062 | 74 | 1312 | 234 | 1567 | 372 | 713 | 30 |
| 20 | 1232 | 438 | 1843 | 0 | 2132 | 338 | 1043 | 0 |
| 21 | 307 | 159 | 877 | 596 | 583 | 546 | 502 | 308 |
| 22 | | | | | | | | |

**Rocklin Crossings Traffic Impact Study**
**Without Dominguez Road Extension - 2030 Link Volume Adjustments**

Project Driveways don't apply factor

**AM Peak Hour DIFFERENCE (2030-2008)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 460 | 823 | 935 | 140 | 563 | 485 | 1,097 | 212 |
| 2 | 279 | 1,536 | 0 | 621 | 582 | 694 | 0 | 1,160 |
| 3 | 526 | 1,424 | 0 | 694 | 0 | 590 | 517 | 1,536 |
| 4 | 0 | 1,087 | 847 | 590 | 210 | 892 | 0 | 1,424 |
| 5 | 311 | 667 | 52 | 524 | 560 | 285 | 121 | 589 |
| 6 | 96 | 261 | 0 | 215 | 76 | 257 | 0 | 238 |
| 7 | 1,481 | 707 | 1,120 | 273 | 908 | 305 | 1,556 | 811 |
| 8 | 1,556 | 635 | 954 | 0 | 1,120 | 426 | 1,599 | 0 |
| 9 | 1,493 | 0 | 1,347 | 147 | 979 | 0 | 1,358 | 589 |
| 10 | 1,358 | 904 | 1,568 | 109 | 1,347 | 0 | 2,225 | 419 |
| 11 | 1,424 | 255 | 828 | 1,267 | 1,852 | 684 | 1,274 | 0 |
| 12 | 1,274 | 77 | 681 | 0 | 665 | 38 | 1,329 | 0 |
| 13 | 1,028 | 659 | 945 | 321 | 619 | 170 | 1,275 | 889 |
| 14 | 681 | 377 | 180 | 0 | 398 | 210 | 629 | 0 |
| 15 | 564 | 0 | 406 | 145 | 434 | 0 | 295 | 366 |
| 16 | 295 | 529 | 196 | 0 | 406 | 158 | 456 | 0 |
| 17 | 0 | 556 | 95 | 173 | 0 | 223 | 65 | 536 |
| 18 | 364 | 0 | 396 | 157 | 118 | 0 | 151 | 648 |
| 19 | 1,333 | 242 | 346 | 17 | 586 | 58 | 1,079 | 217 |
| 20 | 1,746 | 244 | 531 | 0 | 671 | 320 | 1,529 | 0 |
| 21 | 483 | 308 | 242 | 108 | 257 | 96 | 495 | 293 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Take 83% of difference to bring up to 2010**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 382 | 683 | 776 | 116 | 468 | 403 | 911 | 176 |
| 2 | 232 | 1,275 | 0 | 515 | 483 | 576 | 0 | 963 |
| 3 | 436 | 1,182 | 0 | 576 | 0 | 490 | 429 | 1,275 |
| 4 | 0 | 902 | 703 | 490 | 174 | 740 | 0 | 1,182 |
| 5 | 259 | 554 | 43 | 435 | 465 | 236 | 100 | 489 |
| 6 | 80 | 217 | 0 | 178 | 63 | 213 | 0 | 197 |
| 7 | 1,230 | 587 | 929 | 226 | 753 | 253 | 1,291 | 673 |
| 8 | 1,291 | 527 | 791 | 0 | 929 | 353 | 1,327 | 0 |
| 9 | 1,239 | 0 | 1,118 | 122 | 813 | 0 | 1,127 | 489 |
| 10 | 1,127 | 751 | 1,302 | 91 | 1,118 | 0 | 1,847 | 348 |
| 11 | 1,182 | 255 | 687 | 1,051 | 1,537 | 684 | 1,058 | 0 |
| 12 | 1,058 | 77 | 565 | 0 | 552 | 38 | 1,103 | 0 |
| 13 | 853 | 547 | 785 | 266 | 514 | 141 | 1,058 | 738 |
| 14 | 565 | 313 | 150 | 0 | 331 | 174 | 522 | 0 |
| 15 | 468 | 0 | 337 | 120 | 360 | 0 | 245 | 304 |
| 16 | 245 | 439 | 163 | 0 | 337 | 131 | 379 | 0 |
| 17 | 0 | 462 | 79 | 144 | 0 | 185 | 54 | 445 |
| 18 | 302 | 0 | 328 | 130 | 98 | 0 | 125 | 537 |
| 19 | 1,107 | 201 | 287 | 14 | 486 | 48 | 895 | 180 |
| 20 | 1,449 | 203 | 441 | 0 | 557 | 265 | 1,269 | 0 |
| 21 | 401 | 256 | 201 | 89 | 214 | 80 | 411 | 243 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PM Peak Hour DIFFERENCE (2025-2001)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 432 | 420 | 492 | 302 | 130 | 721 | 618 | 214 |
| 2 | 189 | 663 | 0 | 1,005 | 252 | 1,127 | 0 | 479 |
| 3 | 205 | 689 | 0 | 1,127 | 0 | 1,080 | 277 | 663 |
| 4 | 0 | 746 | 14 | 1,080 | 362 | 789 | 0 | 689 |
| 5 | 466 | 351 | 303 | 547 | 434 | 622 | 98 | 514 |
| 6 | 64 | 260 | 0 | 252 | 275 | 206 | 0 | 96 |
| 7 | 1,010 | 267 | 1,307 | 678 | 1,250 | 329 | 1,341 | 340 |
| 8 | 1,341 | 511 | 1,258 | 0 | 1,307 | 659 | 1,143 | 0 |
| 9 | 1,109 | 0 | 1,156 | 458 | 1,119 | 0 | 1,489 | 157 |
| 10 | 1,489 | 475 | 1,439 | 558 | 1,156 | 218 | 2,265 | 324 |
| 11 | 1,220 | 674 | 1,091 | 525 | 2,359 | 576 | 842 | 0 |
| 12 | 842 | 217 | 1,186 | 0 | 1,040 | 182 | 1,023 | 0 |
| 13 | 761 | 174 | 1,335 | 686 | 718 | 592 | 1,154 | 493 |
| 14 | 210 | 129 | 258 | 0 | 265 | 160 | 172 | 0 |
| 15 | 219 | 0 | 411 | 120 | 215 | 0 | 179 | 355 |
| 16 | 179 | 123 | 603 | 0 | 411 | 194 | 300 | 0 |
| 17 | 0 | 219 | 114 | 519 | 0 | 549 | 91 | 210 |
| 18 | 138 | 0 | 146 | 612 | 414 | 0 | 304 | 178 |
| 19 | 789 | 62 | 786 | 173 | 985 | 321 | 489 | 15 |
| 20 | 821 | 298 | 1,298 | 0 | 1,448 | 188 | 780 | 0 |
| 21 | 118 | 42 | 255 | 146 | 218 | 350 | 29 | 0 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Take 83% of difference to bring up to 2010**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 359 | 349 | 408 | 251 | 108 | 598 | 513 | 178 |
| 2 | 157 | 550 | 0 | 834 | 209 | 935 | 0 | 398 |
| 3 | 170 | 572 | 0 | 935 | 0 | 896 | 230 | 550 |
| 4 | 0 | 619 | 12 | 896 | 300 | 655 | 0 | 572 |
| 5 | 387 | 291 | 251 | 454 | 360 | 516 | 81 | 427 |
| 6 | 53 | 216 | 0 | 209 | 228 | 171 | 0 | 80 |
| 7 | 838 | 222 | 1,085 | 563 | 1,038 | 273 | 1,113 | 282 |
| 8 | 1,113 | 424 | 1,044 | 0 | 1,085 | 547 | 949 | 0 |
| 9 | 920 | 0 | 959 | 380 | 929 | 0 | 1,236 | 130 |
| 10 | 1,236 | 394 | 1,194 | 463 | 959 | 181 | 1,880 | 269 |
| 11 | 1,013 | 674 | 906 | 436 | 1,958 | 576 | 699 | 0 |
| 12 | 699 | 217 | 984 | 0 | 863 | 182 | 849 | 0 |
| 13 | 632 | 144 | 1,108 | 569 | 596 | 491 | 958 | 409 |
| 14 | 174 | 107 | 214 | 0 | 220 | 133 | 143 | 0 |
| 15 | 182 | 0 | 341 | 100 | 178 | 0 | 149 | 295 |
| 16 | 149 | 102 | 500 | 0 | 341 | 161 | 249 | 0 |
| 17 | 0 | 182 | 95 | 431 | 0 | 456 | 76 | 174 |
| 18 | 115 | 0 | 121 | 508 | 344 | 0 | 252 | 148 |
| 19 | 655 | 51 | 652 | 144 | 818 | 266 | 406 | 12 |
| 20 | 681 | 247 | 1,077 | 0 | 1,202 | 156 | 647 | 0 |
| 21 | 98 | 35 | 212 | 121 | 181 | 291 | 24 | 0 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Rocklin Crossings Traffic Impact Study**
**Without Dominguez Road Extension - 2030 Link Volume Adjustments**

| Intersection *Unsignalized Intersection | AM APRIL 2010 RAW VEHICLE TURNING MOVEMENT COUNTS | | | | | | | | | | | | AM 2010 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 | 24 | 298 | 444 | 31 | 149 | 51 | 177 | 333 | 15 | 317 | 132 | 99 | 525 | 548 | 766 | 231 | 428 | 770 | 701 | 171 |
| 2. Rocklin Road/Granite Road | 20 | 10 | 7 | 103 | 679 | 9 | 288 | 5 | 90 | 9 | 664 | 409 | 383 | 1,082 | 37 | 791 | 522 | 974 | 23 | 774 |
| 3. Rocklin Road/I-80 Westbound Ramps | 0 | 0 | 0 | 0 | 569 | 451 | 48 | 0 | 200 | 353 | 949 | 0 | 248 | 1,302 | 0 | 1,020 | 0 | 617 | 804 | 1,149 |
| 4. Rocklin RoadI-80 Eastbound Ramps | 593 | 0 | 754 | 178 | 475 | 0 | 0 | 0 | 0 | 0 | 662 | 37 | 0 | 699 | 1,347 | 653 | 215 | 1,229 | 0 | 1,255 |
| 5. Domingez Road/Pacific Street | 28 | 60 | 24 | 89 | 296 | 32 | 10 | 22 | 44 | 23 | 308 | 54 | 76 | 385 | 112 | 417 | 203 | 330 | 77 | 380 |
| 6. Domingez Road/Granite Drive | 55 | 75 | 0 | 23 | 0 | 39 | 0 | 215 | 46 | 0 | 0 | 0 | 261 | 0 | 130 | 62 | 98 | 0 | 254 | 101 |
| 7. Sierra College Boulevard/Taylor Road | 135 | 173 | 115 | 50 | 177 | 51 | 18 | 420 | 88 | 173 | 185 | 10 | 526 | 368 | 423 | 278 | 233 | 310 | 644 | 408 |
| 8. Sierra College Boulevard/Brace Road | 0 | 357 | 34 | 0 | 0 | 59 | 82 | 559 | 3 | 73 | 0 | 68 | 644 | 141 | 391 | 59 | 425 | 116 | 691 | 3 |
| 9. Sierra College Boulevard/Granite Drive | 160 | 396 | 92 | 32 | 20 | 56 | 78 | 526 | 75 | 141 | 28 | 26 | 679 | 195 | 648 | 108 | 454 | 190 | 723 | 263 |
| 10. Sierra College Boulevard/I-80 Westbound Ramp | 0 | 411 | 37 | 0 | 0 | 5 | 0 | 669 | 8 | 573 | 6 | 230 | 677 | 809 | 448 | 5 | 641 | 37 | 1,247 | 14 |
| 11. Sierra College Boulevard/I-80 Eastbound Ramp | 0 | 508 | 1 | 184 | 1 | 123 | 0 | 1020 | 116 | 0 | 0 | 0 | 1,136 | 0 | 509 | 308 | 692 | 2 | 1,143 | 116 |
| 12. Sierra College Boulevard/Dominguez Road | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 1143 | 0 | 0 | 0 | 0 | 1,143 | 0 | 509 | 0 | 509 | 0 | 1,143 | 0 |
| 13. Sierra College Boulevard/Rocklin Road | 330 | 376 | 54 | 51 | 137 | 199 | 37 | 550 | 46 | 77 | 269 | 81 | 633 | 427 | 760 | 387 | 508 | 228 | 826 | 645 |
| 14. Taylor Road/Horseshoe Bar Road | 4 | 258 | 43 | 12 | 58 | 17 | 422 | 326 | 18 | 43 | 24 | 388 | 766 | 455 | 305 | 87 | 658 | 523 | 386 | 46 |
| 15. Horseshoe Bar Road/I-80 Westbound Ramp | 152 | 474 | 69 | 54 | 44 | 63 | 13 | 193 | 394 | 29 | 71 | 25 | 600 | 125 | 695 | 161 | 553 | 126 | 285 | 617 |
| 16. Horseshoe Bar Road/I-80 Eastbound Ramp | 0 | 370 | 41 | 0 | 0 | 0 | 84 | 208 | 0 | 39 | 0 | 325 | 292 | 364 | 411 | 0 | 695 | 125 | 247 | 0 |
| 17. Barton Road/Brace Road | 14 | 0 | 64 | 0 | 89 | 20 | 0 | 0 | 0 | 68 | 69 | 0 | 0 | 137 | 78 | 109 | 0 | 153 | 88 | 83 |
| 18. Barton Road/Rocklin Road | 213 | 40 | 0 | 55 | 0 | 165 | 0 | 33 | 62 | 0 | 0 | 0 | 95 | 0 | 253 | 220 | 95 | 0 | 198 | 275 |
| 19. Sierra College Boulevard/King Road | 8 | 145 | 21 | 1 | 18 | 7 | 101 | 481 | 25 | 42 | 16 | 46 | 607 | 104 | 174 | 26 | 192 | 140 | 530 | 49 |
| 20. Sierra College Boulevard/English Colony Way | 0 | 191 | 0 | 0 | 0 | 0 | 70 | 505 | 0 | 1 | 0 | 65 | 575 | 66 | 191 | 0 | 256 | 70 | 506 | 0 |
| 21. Taylor Road/King Road | 190 | 365 | 106 | 184 | 96 | 206 | 53 | 323 | 122 | 153 | 90 | 97 | 498 | 340 | 661 | 486 | 646 | 255 | 682 | 402 |
| 22. Sierra College Boulevard/Black Willow Street | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Intersection *Unsignalized Intersection | PM APRIL 2010 RAW VEHICLE TURNING MOVEMENT COUNTS | | | | | | | | | | | | PM 2010 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 | 29 | 455 | 454 | 29 | 97 | 23 | 112 | 461 | 23 | 487 | 139 | 193 | 596 | 819 | 938 | 149 | 677 | 663 | 971 | 191 |
| 2. Granite Road/Rocklin Road | 34 | 18 | 9 | 212 | 653 | 14 | 464 | 14 | 196 | 40 | 654 | 476 | 674 | 1,170 | 61 | 879 | 706 | 1,126 | 68 | 884 |
| 3. Rocklin Road/I-80 Westbound Ramps | 0 | 0 | 0 | 0 | 575 | 558 | 35 | 0 | 203 | 438 | 1010 | 0 | 238 | 1,448 | 0 | 1,133 | 0 | 610 | 996 | 1,213 |
| 4. Rocklin RoadI-80 Eastbound Ramps | 481 | 2 | 542 | 195 | 491 | 0 | 0 | 0 | 0 | 0 | 929 | 83 | 0 | 1,012 | 1,025 | 686 | 280 | 1,033 | 0 | 1,410 |
| 5. Dominguez Road/Pacific Street | 33 | 19 | 27 | 36 | 482 | 27 | 53 | 43 | 134 | 12 | 396 | 12 | 230 | 420 | 79 | 545 | 67 | 562 | 82 | 563 |
| 6. Granite Drive/Dominguez Road | 55 | 273 | 0 | 37 | 0 | 44 | 0 | 181 | 25 | 0 | 0 | 0 | 206 | 0 | 328 | 81 | 310 | 0 | 225 | 80 |
| 7. Sierra College Boulevard/Taylor Road | 82 | 456 | 187 | 140 | 274 | 103 | 20 | 238 | 79 | 150 | 244 | 40 | 337 | 434 | 725 | 517 | 636 | 481 | 491 | 405 |
| 8. Sierra College Boulevard/Brace Road | 0 | 678 | 105 | 0 | 0 | 73 | 83 | 386 | 0 | 62 | 0 | 80 | 469 | 142 | 783 | 73 | 758 | 188 | 521 | 0 |
| 9. Sierra College Boulevard/Granite Drive | 105 | 550 | 64 | 130 | 32 | 159 | 62 | 406 | 88 | 113 | 25 | 32 | 556 | 170 | 719 | 321 | 712 | 158 | 678 | 218 |
| 10. Sierra College Boulevard/I-80 Westbound Ramp | 7 | 573 | 61 | 7 | 0 | 14 | 0 | 650 | 8 | 291 | 6 | 176 | 658 | 473 | 641 | 21 | 756 | 61 | 955 | 21 |
| 11. Sierra College Boulevard/I-80 Eastbound Ramp | 0 | 758 | 2 | 262 | 1 | 40 | 2 | 577 | 198 | 0 | 0 | 2 | 777 | 2 | 760 | 303 | 1,022 | 5 | 617 | 198 |
| 12. Sierra College Boulevard/Dominguez Road | 0 | 760 | 0 | 0 | 0 | 0 | 0 | 617 | 0 | 0 | 0 | 0 | 617 | 0 | 760 | 0 | 760 | 0 | 617 | 0 |
| 13. Sierra College Boulevard/Rocklin Road | 253 | 630 | 68 | 166 | 235 | 340 | 71 | 484 | 61 | 43 | 136 | 41 | 616 | 220 | 951 | 741 | 837 | 374 | 867 | 450 |
| 14. Taylor Road/Horseshoe Bar Road/ | 9 | 392 | 105 | 8 | 18 | 9 | 386 | 329 | 7 | 86 | 9 | 436 | 722 | 531 | 506 | 35 | 836 | 509 | 424 | 25 |
| 15. Horseshoe Bar Road/I-80 Westbound Ramp | 58 | 431 | 142 | 45 | 46 | 56 | 54 | 223 | 315 | 114 | 46 | 65 | 592 | 225 | 631 | 147 | 541 | 242 | 393 | 419 |
| 16. Horseshoe Bar Road/I-80 Eastbound Ramp | 0 | 193 | 44 | 0 | 0 | 0 | 146 | 246 | 0 | 130 | 0 | 438 | 392 | 568 | 237 | 0 | 631 | 190 | 376 | 0 |
| 17. Barton Road/Brace Road | 29 | 0 | 58 | 1 | 78 | 22 | 0 | 0 | 0 | 47 | 81 | 0 | 0 | 128 | 87 | 101 | 1 | 136 | 69 | 110 |
| 18. Barton Road/Rocklin Road | 162 | 52 | 0 | 69 | 0 | 219 | 0 | 36 | 36 | 0 | 0 | 0 | 72 | 0 | 214 | 288 | 121 | 0 | 255 | 198 |
| 19. Sierra College Boulevard/King Road | 4 | 578 | 22 | 3 | 7 | 9 | 77 | 402 | 8 | 31 | 10 | 50 | 487 | 91 | 604 | 19 | 631 | 106 | 442 | 22 |
| 20. Sierra College Boulevard/English Colony Way | 0 | 582 | 4 | 0 | 0 | 0 | 36 | 295 | 0 | 3 | 0 | 64 | 331 | 67 | 586 | 0 | 646 | 40 | 298 | 0 |
| 21. Taylor Road/King Road | 224 | 318 | 183 | 75 | 113 | 315 | 48 | 246 | 51 | 123 | 98 | 42 | 345 | 263 | 725 | 503 | 435 | 344 | 684 | 373 |
| 22. Sierra College Boulevard/Black Willow Street | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Rocklin Crossings Traffic Impact Study**
**Without Dominguez Road Extension - 2030 Link Volume Adjustments**

**2030 AM Peak Hour REFINED VEH. VOLUMES (2010 + Growth)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 907 | 1,231 | 1,542 | 347 | 896 | 1,173 | 1,612 | 347 |
| 2 | 615 | 2,357 | 37 | 1,306 | 1,005 | 1,550 | 23 | 1,737 |
| 3 | 684 | 2,484 | 0 | 1,596 | 0 | 1,107 | 1,233 | 2,424 |
| 4 | 0 | 1,601 | 2,050 | 1,143 | 389 | 1,969 | 0 | 2,437 |
| 5 | 335 | 939 | 155 | 852 | 668 | 566 | 177 | 869 |
| 6 | 341 | 217 | 130 | 240 | 161 | 213 | 254 | 298 |
| 7 | 1,756 | 955 | 1,352 | 504 | 986 | 563 | 1,935 | 1,081 |
| 8 | 1,935 | 668 | 1,182 | 59 | 1,354 | 469 | 2,018 | 3 |
| 9 | 1,918 | 195 | 1,766 | 230 | 1,267 | 190 | 1,850 | 752 |
| 10 | 1,804 | 1,560 | 1,750 | 96 | 1,759 | 37 | 3,094 | 362 |
| 11 | 2,318 | 255 | 1,196 | 1,359 | 2,229 | 686 | 2,201 | 116 |
| 12 | 2,201 | 77 | 1,074 | 0 | 1,061 | 38 | 2,246 | 0 |
| 13 | 1,486 | 974 | 1,545 | 653 | 1,022 | 369 | 1,884 | 1,383 |
| 14 | 1,331 | 768 | 455 | 87 | 989 | 697 | 908 | 46 |
| 15 | 1,068 | 125 | 1,032 | 281 | 913 | 126 | 530 | 921 |
| 16 | 537 | 803 | 574 | 0 | 1,032 | 256 | 626 | 0 |
| 17 | 0 | 599 | 157 | 253 | 0 | 338 | 142 | 528 |
| 18 | 397 | 0 | 581 | 350 | 193 | 0 | 323 | 812 |
| 19 | 1,714 | 305 | 461 | 40 | 678 | 188 | 1,425 | 229 |
| 20 | 2,024 | 269 | 632 | 0 | 813 | 335 | 1,775 | 0 |
| 21 | 899 | 596 | 862 | 575 | 860 | 335 | 1,093 | 645 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AM 2030 FINAL LINK VOLUMES**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 907 | 1,231 | 1,542 | 347 | 896 | 1,173 | 1,612 | 347 |
| 2 | 615 | 2,357 | 37 | 1,306 | 1,005 | 1,550 | 23 | 1,737 |
| 3 | 684 | 2,484 | 0 | 1,596 | 0 | 1,107 | 1,233 | 2,424 |
| 4 | 0 | 1,601 | 2,050 | 1,143 | 389 | 1,969 | 0 | 2,437 |
| 5 | 335 | 939 | 155 | 852 | 668 | 566 | 177 | 869 |
| 6 | 341 | 217 | 130 | 240 | 161 | 213 | 254 | 298 |
| 7 | 1,756 | 955 | 1,352 | 504 | 986 | 563 | 1,935 | 1,081 |
| 8 | 1,935 | 668 | 1,182 | 59 | 1,354 | 469 | 2,018 | 3 |
| 9 | 1,918 | 195 | 1,766 | 230 | 1,267 | 190 | 1,850 | 752 |
| 10 | 1,804 | 1,560 | 1,750 | 96 | 1,759 | 37 | 3,094 | 362 |
| 11 | 2,318 | 255 | 1,196 | 1,359 | 2,229 | 686 | 2,201 | 116 |
| 12 | 2,201 | 77 | 1,074 | 0 | 1,061 | 38 | 2,246 | 0 |
| 13 | 1,486 | 974 | 1,545 | 653 | 1,022 | 369 | 1,884 | 1,383 |
| 14 | 1,331 | 768 | 455 | 87 | 989 | 697 | 908 | 46 |
| 15 | 1,068 | 125 | 1,032 | 281 | 913 | 126 | 530 | 921 |
| 16 | 537 | 803 | 574 | 0 | 1,032 | 256 | 626 | 0 |
| 17 | 0 | 599 | 157 | 253 | 0 | 338 | 142 | 528 |
| 18 | 397 | 0 | 581 | 350 | 193 | 0 | 323 | 812 |
| 19 | 1,714 | 305 | 461 | 40 | 678 | 188 | 1,425 | 229 |
| 20 | 2,024 | 269 | 632 | 0 | 813 | 335 | 1,775 | 0 |
| 21 | 899 | 596 | 862 | 575 | 860 | 335 | 1,093 | 645 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**2030 PM Peak Hour REFINED VEH. VOLUMES (2010 + Growth)**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 955 | 1,168 | 1,346 | 400 | 785 | 1,261 | 1,484 | 369 |
| 2 | 831 | 1,720 | 61 | 1,713 | 915 | 2,061 | 68 | 1,282 |
| 3 | 408 | 2,020 | 0 | 2,068 | 0 | 1,506 | 1,226 | 1,763 |
| 4 | 0 | 1,631 | 1,037 | 1,582 | 580 | 1,688 | 0 | 1,982 |
| 5 | 617 | 711 | 330 | 999 | 427 | 1,078 | 163 | 990 |
| 6 | 259 | 216 | 328 | 290 | 538 | 171 | 225 | 160 |
| 7 | 1,175 | 656 | 1,810 | 1,080 | 1,674 | 754 | 1,604 | 687 |
| 8 | 1,582 | 566 | 1,827 | 73 | 1,843 | 735 | 1,470 | 0 |
| 9 | 1,476 | 170 | 1,678 | 701 | 1,641 | 158 | 1,914 | 348 |
| 10 | 1,894 | 867 | 1,835 | 484 | 1,715 | 242 | 2,835 | 290 |
| 11 | 1,790 | 676 | 1,666 | 739 | 2,980 | 581 | 1,316 | 198 |
| 12 | 1,316 | 217 | 1,744 | 0 | 1,623 | 182 | 1,466 | 0 |
| 13 | 1,248 | 364 | 2,059 | 1,310 | 1,433 | 865 | 1,825 | 859 |
| 14 | 896 | 638 | 720 | 35 | 1,056 | 642 | 567 | 25 |
| 15 | 774 | 225 | 972 | 247 | 719 | 242 | 542 | 714 |
| 16 | 541 | 670 | 737 | 0 | 972 | 351 | 625 | 0 |
| 17 | 0 | 310 | 182 | 532 | 1 | 592 | 145 | 284 |
| 18 | 187 | 0 | 335 | 796 | 465 | 0 | 507 | 346 |
| 19 | 1,142 | 142 | 1,256 | 163 | 1,449 | 372 | 848 | 34 |
| 20 | 1,012 | 314 | 1,663 | 0 | 1,848 | 196 | 945 | 0 |
| 21 | 443 | 298 | 937 | 624 | 616 | 635 | 708 | 373 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PM 2030 FINAL LINK VOLUMES**

| | APPROACH | | | | DEPARTURE | | | |
|---|---|---|---|---|---|---|---|---|
| NODE NUMBER | NL | EL | SL | WL | NL | EL | SL | WL |
| 1 | 955 | 1,168 | 1,346 | 400 | 785 | 1,261 | 1,484 | 369 |
| 2 | 831 | 1,720 | 61 | 1,713 | 915 | 2,061 | 68 | 1,282 |
| 3 | 408 | 2,020 | 0 | 2,068 | 0 | 1,506 | 1,226 | 1,763 |
| 4 | 0 | 1,631 | 1,037 | 1,582 | 580 | 1,688 | 0 | 1,982 |
| 5 | 617 | 711 | 330 | 999 | 427 | 1,078 | 163 | 990 |
| 6 | 259 | 216 | 328 | 290 | 538 | 171 | 225 | 160 |
| 7 | 1,175 | 656 | 1,810 | 1,080 | 1,674 | 754 | 1,604 | 687 |
| 8 | 1,582 | 566 | 1,827 | 73 | 1,843 | 735 | 1,470 | 0 |
| 9 | 1,476 | 170 | 1,678 | 701 | 1,641 | 158 | 1,914 | 348 |
| 10 | 1,894 | 867 | 1,835 | 484 | 1,715 | 242 | 2,835 | 290 |
| 11 | 1,790 | 676 | 1,666 | 739 | 2,980 | 581 | 1,316 | 198 |
| 12 | 1,316 | 217 | 1,744 | 0 | 1,623 | 182 | 1,466 | 0 |
| 13 | 1,248 | 364 | 2,059 | 1,310 | 1,433 | 865 | 1,825 | 859 |
| 14 | 896 | 638 | 720 | 35 | 1,056 | 642 | 567 | 25 |
| 15 | 774 | 225 | 972 | 247 | 719 | 242 | 542 | 714 |
| 16 | 541 | 670 | 737 | 0 | 972 | 351 | 625 | 0 |
| 17 | 0 | 310 | 182 | 532 | 1 | 592 | 145 | 284 |
| 18 | 187 | 0 | 335 | 796 | 465 | 0 | 507 | 346 |
| 19 | 1,142 | 142 | 1,256 | 163 | 1,449 | 372 | 848 | 34 |
| 20 | 1,012 | 314 | 1,663 | 0 | 1,848 | 196 | 945 | 0 |
| 21 | 443 | 298 | 937 | 624 | 616 | 635 | 708 | 373 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Rocklin Crossings Traffic Impact Study**
**Without Dominguez Road Extension - 2030 Link Volume Adjustments**

**AM 2030 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 | 1,542 | 1,612 | 907 | 896 | 347 | 347 | 1,231 | 1,173 |
| 2 | 37 | 23 | 615 | 1,005 | 1,306 | 1,737 | 2,357 | 1,550 |
| 3 | 0 | 1,233 | 684 | 0 | 1,596 | 2,424 | 2,484 | 1,107 |
| 4 | 2,050 | 0 | 0 | 389 | 1,143 | 2,437 | 1,601 | 1,969 |
| 5 | 155 | 177 | 335 | 668 | 852 | 869 | 939 | 566 |
| 6 | 130 | 254 | 341 | 161 | 240 | 298 | 217 | 213 |
| 7 | 1,352 | 1,935 | 1,756 | 986 | 504 | 1,081 | 955 | 563 |
| 8 | 1,182 | 2,018 | 1,935 | 1,354 | 59 | 3 | 668 | 469 |
| 9 | 1,766 | 1,850 | 1,918 | 1,267 | 230 | 752 | 195 | 190 |
| 10 | 1,750 | 3,094 | 1,804 | 1,759 | 96 | 362 | 1,560 | 37 |
| 11 | 1,196 | 2,201 | 2,318 | 2,229 | 1,359 | 116 | 255 | 686 |
| 12 | 1,074 | 2,246 | 2,201 | 1,061 | 0 | 0 | 77 | 38 |
| 13 | 1,545 | 1,884 | 1,486 | 1,022 | 653 | 1,383 | 974 | 369 |
| 14 | 455 | 908 | 1,331 | 989 | 87 | 46 | 768 | 697 |
| 15 | 1,032 | 530 | 1,068 | 913 | 281 | 921 | 125 | 126 |
| 16 | 574 | 626 | 537 | 1,032 | 0 | 0 | 803 | 256 |
| 17 | 157 | 142 | 0 | 0 | 253 | 528 | 599 | 338 |
| 18 | 581 | 323 | 397 | 193 | 350 | 812 | 0 | 0 |
| 19 | 461 | 1,425 | 1,714 | 678 | 40 | 229 | 305 | 188 |
| 20 | 632 | 1,775 | 2,024 | 813 | 0 | 0 | 269 | 335 |
| 21 | 862 | 1,093 | 899 | 860 | 575 | 645 | 596 | 335 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PM 2030 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 | 1,346 | 1,484 | 955 | 785 | 400 | 369 | 1,168 | 1,261 |
| 2 | 61 | 68 | 831 | 915 | 1,713 | 1,282 | 1,720 | 2,061 |
| 3 | 0 | 1,226 | 408 | 0 | 2,068 | 1,763 | 2,020 | 1,506 |
| 4 | 1,037 | 0 | 0 | 580 | 1,582 | 1,982 | 1,631 | 1,688 |
| 5 | 330 | 163 | 617 | 427 | 999 | 990 | 711 | 1,078 |
| 6 | 328 | 225 | 259 | 538 | 290 | 160 | 216 | 171 |
| 7 | 1,810 | 1,604 | 1,175 | 1,674 | 1,080 | 687 | 656 | 754 |
| 8 | 1,827 | 1,470 | 1,582 | 1,843 | 73 | 0 | 566 | 735 |
| 9 | 1,678 | 1,914 | 1,476 | 1,641 | 701 | 348 | 170 | 158 |
| 10 | 1,835 | 2,835 | 1,894 | 1,715 | 484 | 290 | 867 | 242 |
| 11 | 1,666 | 1,316 | 1,790 | 2,980 | 739 | 198 | 676 | 581 |
| 12 | 1,744 | 1,466 | 1,316 | 1,623 | 0 | 0 | 217 | 182 |
| 13 | 2,059 | 1,825 | 1,248 | 1,433 | 1,310 | 859 | 364 | 865 |
| 14 | 720 | 567 | 896 | 1,056 | 35 | 25 | 638 | 642 |
| 15 | 972 | 542 | 774 | 719 | 247 | 714 | 225 | 242 |
| 16 | 737 | 625 | 541 | 972 | 0 | 0 | 670 | 351 |
| 17 | 182 | 145 | 0 | 1 | 532 | 284 | 310 | 592 |
| 18 | 335 | 507 | 187 | 465 | 796 | 346 | 0 | 0 |
| 19 | 1,256 | 848 | 1,142 | 1,449 | 163 | 34 | 142 | 372 |
| 20 | 1,663 | 945 | 1,012 | 1,848 | 0 | 0 | 314 | 196 |
| 21 | 937 | 708 | 443 | 616 | 624 | 373 | 298 | 635 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.234 |
| Loss Time (sec): | 8 | 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: | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 | 1 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 63 | 678 | 796 | 195 | 690 | 24 | 48 | 182 | 117 | 805 | 260 | 169 |
| 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: | 63 | 678 | 796 | 195 | 690 | 24 | 48 | 182 | 117 | 805 | 260 | 169 |
| Added Vol: | 0 | 0 | -10 | 0 | 0 | 0 | 0 | -3 | 0 | -7 | -2 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 63 | 678 | 786 | 195 | 690 | 24 | 48 | 179 | 117 | 798 | 258 | 169 |
| 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: | 63 | 678 | 786 | 195 | 690 | 24 | 48 | 179 | 117 | 798 | 258 | 169 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 678 | 786 | 195 | 690 | 24 | 48 | 179 | 117 | 798 | 258 | 169 |
| 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 |
| FinalVolume: | 63 | 678 | 786 | 195 | 690 | 24 | 48 | 179 | 117 | 878 | 258 | 169 |
| 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 | 1.93 | 0.07 | 1.00 | 1.21 | 0.79 | 1.55 | 0.45 | 1.00 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2658 | 92 | 1375 | 1663 | 1087 | 2125 | 625 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.25 | 0.57 | 0.14 | 0.26 | 0.26 | 0.03 | 0.11 | 0.11 | 0.41 | 0.41 | 0.12 |
| Crit Volume: | | | 786 | 195 | | | | | 148 | 568 | | |
| Crit Moves: | | | **** | **** | | | | | **** | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.880 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 143 | 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 | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 0 1 | 0 | 1 1 | 0 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 22 | 9 | 6 | 435 | 4 | 173 | 183 | 1109 | 9 | 10 | 1542 | 813 |
| 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 | 9 | 6 | 435 | 4 | 173 | 183 | 1109 | 9 | 10 | 1542 | 813 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | -15 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 9 | 6 | 435 | 4 | 173 | 183 | 1089 | 9 | 10 | 1527 | 813 |
| 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: | 22 | 9 | 6 | 435 | 4 | 173 | 183 | 1089 | 9 | 10 | 1527 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 9 | 6 | 435 | 4 | 173 | 183 | 1089 | 9 | 10 | 1527 | 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 |
| FinalVolume: | 22 | 9 | 6 | 479 | 4 | 173 | 183 | 1089 | 9 | 10 | 1527 | 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 | 0.60 | 0.40 | 1.98 | 0.02 | 1.00 | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1375 | 825 | 550 | 2727 | 23 | 1375 | 1375 | 2727 | 23 | 1375 | 2750 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.18 | 0.18 | 0.13 | 0.13 | 0.40 | 0.40 | 0.01 | 0.56 | 0.00 |
| Crit Volume: | 22 | | | 241 | | | 183 | | | | 764 | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.120 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 54.5 |
| 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 0 | 0 0 | 1 0 | 0 | 1 0 | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 546 | 0 | 968 | 628 | 605 | 1878 | 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 | 139 | 0 | 546 | 0 | 968 | 628 | 605 | 1878 | 0 |
| Added Vol: | 0 | 0 | 0 | -5 | 0 | -15 | 0 | -20 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 134 | 0 | 531 | 0 | 948 | 628 | 605 | 1878 | 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 | 134 | 0 | 531 | 0 | 948 | 628 | 605 | 1878 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 134 | 0 | 531 | 0 | 948 | 628 | 605 | 1878 | 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 |
| FinalVolume: | 0 | 0 | 0 | 134 | 0 | 531 | 0 | 948 | 628 | 605 | 1878 | 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 | 0.95 | 1.00 | 0.85 | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 0 | 3610 | 1615 | 1805 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.33 | 0.00 | 0.26 | 0.39 | 0.34 | 0.52 | 0.00 |
| Crit Moves: | | | | | | **** | | | **** | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.29 | 0.00 | 0.35 | 0.35 | 0.30 | 0.65 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 1.12 | 0.00 | 0.76 | 1.12 | 1.12 | 0.80 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 27.2 | 0.0 | 113.7 | 0.0 | 31.6 | 108.1 | 111.1 | 15.2 | 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 | 27.2 | 0.0 | 113.7 | 0.0 | 31.6 | 108.1 | 111.1 | 15.2 | 0.0 |
| LOS by Move: | A | A | A | C | A | F | A | C | F | F | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 27 | 0 | 14 | 29 | 25 | 21 | 0 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.099 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 66.2 |
| 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: | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1! 0 | 1 | 0 0 | 0 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 916 | 0 | 1134 | 0 | 0 | 0 | 308 | 835 | 0 | 0 | 1520 | 81 |
| 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: | 916 | 0 | 1134 | 0 | 0 | 0 | 308 | 835 | 0 | 0 | 1520 | 81 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | -20 | -5 | 0 | 0 | 0 | -7 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 916 | 0 | 1134 | 0 | 0 | 0 | 288 | 830 | 0 | 0 | 1520 | 74 |
| 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: | 916 | 0 | 1134 | 0 | 0 | 0 | 288 | 830 | 0 | 0 | 1520 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 916 | 0 | 1134 | 0 | 0 | 0 | 288 | 830 | 0 | 0 | 1520 | 74 |
| 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 |
| FinalVolume: | 916 | 0 | 1134 | 0 | 0 | 0 | 288 | 830 | 0 | 0 | 1520 | 74 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 1.00 | 0.90 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.94 | 0.94 |
| Lanes: | 1.45 | 0.00 | 1.55 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.91 | 0.09 |
| Final Sat.: | 2465 | 0 | 2647 | 0 | 0 | 0 | 1805 | 3610 | 0 | 0 | 3418 | 166 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.16 | 0.23 | 0.00 | 0.00 | 0.44 | 0.44 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green/Cycle: | 0.39 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.15 | 0.55 | 0.00 | 0.00 | 0.40 | 0.40 |
| Volume/Cap: | 0.95 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 | 1.10 | 0.42 | 0.00 | 0.00 | 1.10 | 1.10 |
| Delay/Veh: | 40.0 | 0.0 | 83.8 | 0.0 | 0.0 | 0.0 | 127.4 | 13.3 | 0.0 | 0.0 | 85.3 | 85.3 |
| 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: | 40.0 | 0.0 | 83.8 | 0.0 | 0.0 | 0.0 | 127.4 | 13.3 | 0.0 | 0.0 | 85.3 | 85.3 |
| LOS by Move: | D | A | F | A | A | A | F | B | A | A | F | F |
| HCM2kAvgQ: | 24 | 0 | 35 | 0 | 0 | 0 | 13 | 7 | 0 | 0 | 39 | 39 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.996 |
| Loss Time (sec): | 8 | 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: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 24 | 110 | 21 | 47 | 89 | 198 | 310 | 498 | 46 | 43 | 647 | 247 |
| 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: | 24 | 110 | 21 | 47 | 89 | 198 | 310 | 498 | 46 | 43 | 647 | 247 |
| Added Vol: | 0 | 0 | 0 | -3 | 0 | 0 | 0 | -7 | 0 | 0 | -5 | -2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 110 | 21 | 44 | 89 | 198 | 310 | 491 | 46 | 43 | 642 | 245 |
| 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: | 24 | 110 | 21 | 44 | 89 | 198 | 310 | 491 | 46 | 43 | 642 | 245 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 110 | 21 | 44 | 89 | 198 | 310 | 491 | 46 | 43 | 642 | 245 |
| 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 |
| FinalVolume: | 24 | 110 | 21 | 44 | 89 | 198 | 310 | 491 | 46 | 43 | 642 | 245 |
| 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 | 1.68 | 0.32 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.09 | 1.00 | 0.72 | 0.28 |
| Final Sat.: | 1425 | 2393 | 457 | 1425 | 1425 | 1425 | 1425 | 1303 | 122 | 1425 | 1031 | 394 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.05 | 0.03 | 0.06 | 0.14 | 0.22 | 0.38 | 0.38 | 0.03 | 0.62 | 0.62 |
| Crit Volume: | 24 | | | | | 198 | 310 | | | | 887 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[ 12.2]

| 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: | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 95 | 35 | 0 | | 0 | | 139 | 203 | | | | | 126 | 0 | 115 | | | | 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: | 95 | 35 | 0 | | 0 | | 139 | 203 | | | | | 126 | 0 | 115 | | | | 0 | 0 | 0 | | | |
| Added Vol: | 0 | -3 | 0 | | 0 | | -2 | 0 | | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| PasserByVol: | 0 | 0 | 0 | | 0 | | 0 | 0 | | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Initial Fut: | 95 | 32 | 0 | | 0 | | 137 | 203 | | | | | 126 | 0 | 115 | | | | 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: | 95 | 32 | 0 | | 0 | | 137 | 203 | | | | | 126 | 0 | 115 | | | | 0 | 0 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | | 0 | 0 | | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| FinalVolume: | 95 | 32 | 0 | | 0 | | 137 | 203 | | | | | 126 | 0 | 115 | | | | 0 | 0 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | xxxxx | | xxxx | xxxxx | | | | | 6.8 | 6.5 | 6.9 | | | | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | xxxxx | | xxxx | xxxxx | | | | | 3.5 | 4.0 | 3.3 | | | | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 340 | xxxx | xxxxx | | xxxx | | xxxx | xxxxx | | | | | 445 | 461 | 170 | | | | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 1230 | xxxx | xxxxx | | xxxx | | xxxx | xxxxx | | | | | 547 | 501 | 851 | | | | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 1230 | xxxx | xxxxx | | xxxx | | xxxx | xxxxx | | | | | 515 | 462 | 851 | | | | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.08 | xxxx | xxxx | | xxxx | | xxxx | xxxx | | | | | 0.24 | 0.00 | 0.14 | | | | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | | xxxx | | xxxx | xxxxx | | | | | 1.0 | xxxx | xxxxx | | | | xxxx | xxxx | xxxxx | | | |
| Control Del: | 8.2 | xxxx | xxxxx | | xxxxx | | xxxx | xxxxx | | | | | 14.2 | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | |
| LOS by Move: | A | * | * | | * | | * | * | | | | | B | * | * | | | | * | * | * | | | |
| Movement: | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | | xxxx | xxxxx | | | | | xxxx | xxxx | 851 | | | | xxxx | xxxx | xxxxx | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | | xxxx | xxxxx | | | | | xxxxx | xxxx | 0.5 | | | | xxxxx | xxxx | xxxxx | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | | xxxx | xxxxx | | | | | xxxxx | xxxx | 9.9 | | | | xxxxx | xxxx | xxxxx | | | |
| Shared LOS: | * | * | * | | * | | * | * | | | | | * | * | A | | | | * | * | * | | | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | | | | | 12.2 | | | | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | | * | | | | | | | | B | | | | | | * | | | | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.012 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 54.3 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 326 | 783 | 248 | 53 | 1407 | 290 | 156 | 263 | 86 | 442 | 465 | 47 |
| 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: | 326 | 783 | 248 | 53 | 1407 | 290 | 156 | 263 | 86 | 442 | 465 | 47 |
| Added Vol: | -7 | -32 | -9 | 0 | -43 | 0 | 0 | 0 | -10 | -12 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 319 | 751 | 239 | 53 | 1364 | 290 | 156 | 263 | 76 | 430 | 465 | 47 |
| 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: | 319 | 751 | 239 | 53 | 1364 | 290 | 156 | 263 | 76 | 430 | 465 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 319 | 751 | 239 | 53 | 1364 | 290 | 156 | 263 | 76 | 430 | 465 | 47 |
| 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 |
| FinalVolume: | 319 | 751 | 239 | 53 | 1364 | 290 | 156 | 263 | 76 | 430 | 465 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| 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.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.21 | 0.15 | 0.03 | 0.38 | 0.18 | 0.09 | 0.14 | 0.05 | 0.24 | 0.24 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.17 | 0.48 | 0.48 | 0.07 | 0.37 | 0.37 | 0.10 | 0.14 | 0.14 | 0.24 | 0.27 | 0.27 |
| Volume/Cap: | 1.01 | 0.43 | 0.31 | 0.43 | 1.01 | 0.48 | 0.89 | 1.01 | 0.34 | 1.01 | 0.89 | 0.11 |
| Delay/Veh: | 95.1 | 17.2 | 16.1 | 47.2 | 58.9 | 24.5 | 83.1 | 102 | 40.0 | 85.0 | 51.9 | 27.2 |
| 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: | 95.1 | 17.2 | 16.1 | 47.2 | 58.9 | 24.5 | 83.1 | 102 | 40.0 | 85.0 | 51.9 | 27.2 |
| LOS by Move: | F | B | B | D | E | C | F | F | D | F | D | C |
| HCM2kAvgQ: | 12 | 8 | 4 | 2 | 30 | 7 | 8 | 13 | 2 | 20 | 17 | 1 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.696 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 23.9 |
| Optimal Cycle: | 48 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 2 1 | 0 | 1 0 | 2 1 | 0 | 0 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1039 | 143 | 327 | 1607 | 3 | 0 | 0 | 59 | 352 | 0 | 316 |
| 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 | 1039 | 143 | 327 | 1607 | 3 | 0 | 0 | 59 | 352 | 0 | 316 |
| Added Vol: | 0 | -49 | -4 | 0 | -66 | 0 | 0 | 0 | 0 | -5 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 990 | 139 | 327 | 1541 | 3 | 0 | 0 | 59 | 347 | 0 | 316 |
| 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 | 990 | 139 | 327 | 1541 | 3 | 0 | 0 | 59 | 347 | 0 | 316 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 990 | 139 | 327 | 1541 | 3 | 0 | 0 | 59 | 347 | 0 | 316 |
| 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 |
| FinalVolume: | 0 | 990 | 139 | 327 | 1541 | 3 | 0 | 0 | 59 | 347 | 0 | 316 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.91 | 0.91 | 1.00 | 1.00 | 0.87 | 0.77 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.63 | 0.37 | 1.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 4467 | 627 | 1805 | 5177 | 10 | 0 | 0 | 1644 | 1461 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.22 | 0.18 | 0.30 | 0.30 | 0.00 | 0.00 | 0.04 | 0.24 | 0.00 | 0.20 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.32 | 0.32 | 0.26 | 0.58 | 0.58 | 0.00 | 0.00 | 0.34 | 0.34 | 0.00 | 0.34 |
| Volume/Cap: | 0.00 | 0.70 | 0.70 | 0.70 | 0.51 | 0.51 | 0.00 | 0.00 | 0.11 | 0.70 | 0.00 | 0.57 |
| Delay/Veh: | 0.0 | 31.2 | 31.2 | 37.9 | 12.8 | 12.8 | 0.0 | 0.0 | 22.6 | 32.7 | 0.0 | 28.5 |
| 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 | 31.2 | 31.2 | 37.9 | 12.8 | 12.8 | 0.0 | 0.0 | 22.6 | 32.7 | 0.0 | 28.5 |
| LOS by Move: | A | C | C | D | B | B | A | A | C | C | A | C |
| HCM2kAvgQ: | 0 | 11 | 11 | 8 | 9 | 9 | 0 | 0 | 1 | 10 | 0 | 8 |

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

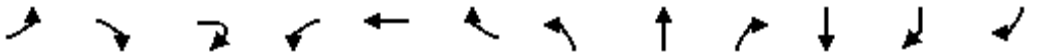
Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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): | 0.928 |
| Loss Time (sec): | 8 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 487 | 1164 | 93 | 81 | 1578 | 236 | 77 | 17 | 134 | 138 | 29 | 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: | 487 | 1164 | 93 | 81 | 1578 | 236 | 77 | 17 | 134 | 138 | 29 | 26 |
| Added Vol: | -2 | -53 | 0 | 0 | -71 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 485 | 1111 | 93 | 81 | 1507 | 236 | 77 | 17 | 131 | 138 | 29 | 26 |
| 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: | 485 | 1111 | 93 | 81 | 1507 | 236 | 77 | 17 | 131 | 138 | 29 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1111 | 93 | 81 | 1507 | 236 | 77 | 17 | 131 | 138 | 29 | 26 |
| 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 |
| FinalVolume: | 485 | 1111 | 93 | 81 | 1507 | 236 | 77 | 17 | 144 | 138 | 29 | 26 |
| 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 | 2.77 | 0.23 | 1.00 | 2.59 | 0.41 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1375 | 3806 | 319 | 1375 | 3566 | 559 | 1375 | 1375 | 2750 | 1375 | 1375 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.29 | 0.29 | 0.06 | 0.42 | 0.42 | 0.06 | 0.01 | 0.05 | 0.10 | 0.02 | 0.02 |
| Crit Volume: | 485 | | | | | 581 | | | 72 | 138 | | |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | |



| Movement | EBL | EBR | EBR2 | WBL2 | WBT | WBR | NBL | NBT | NBR | SBT | SBR | SBR2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 17 | 61 | 19 | 1201 | 16 | 318 | 276 | 1368 | 37 | 946 | 747 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | | 1.00 | 0.86 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | | 3433 | 1529 | 1504 | 1770 | 5085 | 1583 | 3539 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | | 3433 | 1529 | 1504 | 1770 | 5085 | 1583 | 3539 | 1863 | 1583 |
| Peak-hour factor, PHF | 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) | 17 | 61 | 19 | 1201 | 16 | 318 | 276 | 1368 | 37 | 946 | 747 | 70 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 52 | 29 | 0 | 0 | 0 | 0 | 0 | 15 |
| Lane Group Flow (vph) | 17 | 73 | 0 | 1201 | 117 | 136 | 276 | 1368 | 37 | 946 | 747 | 55 |
| Turn Type | Prot | custom | | Prot | | custom | Prot | | Free | | Prot | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Permitted Phases | | 5 7 | | | | 2 | | | Free | | | 6 |
| Actuated Green, G (s) | 12.2 | 35.2 | | 49.4 | 41.2 | 115.8 | 19.0 | 74.6 | 140.0 | 51.6 | 51.6 | 51.6 |
| Effective Green, g (s) | 12.2 | 35.2 | | 49.4 | 41.2 | 115.8 | 19.0 | 74.6 | 140.0 | 51.6 | 51.6 | 51.6 |
| Actuated g/C Ratio | 0.09 | 0.25 | | 0.35 | 0.29 | 0.83 | 0.14 | 0.53 | 1.00 | 0.37 | 0.37 | 0.37 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 154 | 443 | | 1211 | 450 | 1287 | 240 | 2710 | 1583 | 1304 | 687 | 583 |
| v/s Ratio Prot | 0.01 | 0.00 | | c0.35 | c0.08 | 0.03 | c0.16 | 0.27 | | 0.27 | c0.40 | |
| v/s Ratio Perm | | 0.04 | | | | 0.06 | | | 0.02 | | | 0.03 |
| v/c Ratio | 0.11 | 0.16 | | 0.99 | 0.26 | 0.11 | 1.15 | 0.50 | 0.02 | 0.73 | 1.09 | 0.09 |
| Uniform Delay, d1 | 58.9 | 40.9 | | 45.1 | 37.7 | 2.3 | 60.5 | 20.9 | 0.0 | 38.1 | 44.2 | 28.9 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.76 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.2 | | 23.8 | 0.3 | 0.0 | 102.5 | 0.6 | 0.0 | 3.5 | 60.5 | 0.3 |
| Delay (s) | 59.2 | 41.1 | | 68.9 | 38.1 | 2.3 | 148.3 | 10.0 | 0.0 | 41.6 | 104.7 | 29.2 |
| Level of Service | E | D | | E | D | A | F | B | A | D | F | C |
| Approach Delay (s) | | | | | 58.3 | | | 32.5 | | 67.9 | | |
| Approach LOS | | | | | E | | | C | | E | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 52.8 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.04 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 85.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 856 | 0 | 238 | 0 | 0 | 0 | 825 | 301 | 0 | 0 | 1902 | 116 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | 4.0 | | | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | | 1.00 | | | | 0.91 | 1.00 | | | 0.95 | 1.00 |
| Frt | 1.00 | | 0.85 | | | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | | 1.00 | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | | 1583 | | | | 5085 | 1863 | | | 3539 | 1583 |
| Flt Permitted | 0.95 | | 1.00 | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | | 1583 | | | | 5085 | 1863 | | | 3539 | 1583 |
| Peak-hour factor, PHF | 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) | 856 | 0 | 238 | 0 | 0 | 0 | 825 | 301 | 0 | 0 | 1902 | 116 |
| RTOR Reduction (vph) | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 856 | 0 | 234 | 0 | 0 | 0 | 825 | 301 | 0 | 0 | 1902 | 116 |
| Turn Type | Split | | Perm | custom | custom | Free | | Prot | Perm | Prot | | Free |
| Protected Phases | 4 | 4 | | | | | 2 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | 7 | 7 | Free | | | 2 | | | Free |
| Actuated Green, G (s) | 43.4 | | 43.4 | | | | 88.6 | 88.6 | | | 88.6 | 140.0 |
| Effective Green, g (s) | 43.4 | | 43.4 | | | | 88.6 | 88.6 | | | 88.6 | 140.0 |
| Actuated g/C Ratio | 0.31 | | 0.31 | | | | 0.63 | 0.63 | | | 0.63 | 1.00 |
| Clearance Time (s) | 4.0 | | 4.0 | | | | 4.0 | 4.0 | | | 4.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | | | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | 1064 | | 491 | | | | 3218 | 1179 | | | 2240 | 1583 |
| v/s Ratio Prot | c0.25 | | | | | | 0.16 | 0.16 | | | c0.54 | |
| v/s Ratio Perm | | | 0.15 | | | | | | | | | 0.07 |
| v/c Ratio | 0.80 | | 0.48 | | | | 0.26 | 0.26 | | | 0.85 | 0.07 |
| Uniform Delay, d1 | 44.4 | | 39.1 | | | | 11.3 | 11.3 | | | 20.4 | 0.0 |
| Progression Factor | 1.00 | | 1.00 | | | | 1.00 | 1.00 | | | 1.80 | 1.00 |
| Incremental Delay, d2 | 4.5 | | 0.7 | | | | 0.2 | 0.5 | | | 2.1 | 0.0 |
| Delay (s) | 48.9 | | 39.8 | | | | 11.5 | 11.8 | | | 38.7 | 0.0 |
| Level of Service | D | | D | | | | B | B | | | D | A |
| Approach Delay (s) | | 46.9 | | | | | 11.5 | | | | 36.5 | |
| Approach LOS | | D | | | | | B | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 32.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 83.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.518 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 36 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 2 1 | 0 | 1 0 | 3 0 | 0 | 0 0 | 0 0 | 0 0 | 2 0 | 0 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1049 | 8 | 29 | 2181 | 0 | 0 | 0 | 0 | 52 | 0 | 12 |
| 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 | 1049 | 8 | 29 | 2181 | 0 | 0 | 0 | 0 | 52 | 0 | 12 |
| Added Vol: | 0 | -43 | -10 | -27 | -20 | 0 | 0 | 0 | 0 | -20 | 0 | -5 |
| PasserByVol: | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1006 | 0 | 2 | 2161 | 0 | 0 | 0 | 0 | 32 | 0 | 7 |
| 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 | 1006 | 0 | 2 | 2161 | 0 | 0 | 0 | 0 | 32 | 0 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1006 | 0 | 2 | 2161 | 0 | 0 | 0 | 0 | 32 | 0 | 7 |
| 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 | 1.10 |
| FinalVolume: | 0 | 1006 | 0 | 2 | 2161 | 0 | 0 | 0 | 0 | 35 | 0 | 8 |
| 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 | 3.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 4275 | 0 | 1425 | 4275 | 0 | 0 | 0 | 0 | 2850 | 0 | 2850 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| Crit Volume: | 0 | | | | 720 | | | 0 | | 18 | | |
| Crit Moves: | **** | | | | **** | | | | | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.426 |
| Loss Time (sec): | 8 | 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 682 | 761 | 99 | 70 | 1320 | 98 | 83 | 201 | 370 | 193 | 602 | 177 |
| 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: | 682 | 761 | 99 | 70 | 1320 | 98 | 83 | 201 | 370 | 193 | 602 | 177 |
| Added Vol: | 0 | -40 | 0 | -10 | -30 | 0 | 0 | 0 | 0 | 0 | 0 | -13 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 682 | 721 | 99 | 60 | 1290 | 98 | 83 | 201 | 370 | 193 | 602 | 164 |
| 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: | 682 | 721 | 99 | 60 | 1290 | 98 | 83 | 201 | 370 | 193 | 602 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 682 | 721 | 99 | 60 | 1290 | 98 | 83 | 201 | 370 | 193 | 602 | 164 |
| 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 |
| FinalVolume: | 682 | 721 | 99 | 60 | 1290 | 98 | 83 | 201 | 370 | 193 | 602 | 164 |
| 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 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 4125 | 1375 | 1375 | 2750 | 1375 | 1375 | 1081 | 294 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.50 | 0.26 | 0.07 | 0.04 | 0.31 | 0.07 | 0.06 | 0.07 | 0.27 | 0.14 | 0.56 | 0.56 |
| Crit Volume: | 682 | | | | 430 | | 83 | | | | | 766 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.078 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 56.5 |
| 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 375 | 72 | 573 | 751 | 15 | 9 | 52 | 26 | 131 | 27 | 604 |
| 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 | 375 | 72 | 573 | 751 | 15 | 9 | 52 | 26 | 131 | 27 | 604 |
| Added Vol: | 0 | -5 | 0 | 0 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 4 | 370 | 72 | 573 | 744 | 15 | 9 | 52 | 26 | 131 | 27 | 604 |
| 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 | 370 | 72 | 573 | 744 | 15 | 9 | 52 | 26 | 131 | 27 | 604 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 370 | 72 | 573 | 744 | 15 | 9 | 52 | 26 | 131 | 27 | 604 |
| 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 |
| FinalVolume: | 4 | 370 | 72 | 573 | 744 | 15 | 9 | 52 | 26 | 131 | 27 | 604 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.98 | 0.98 | 0.95 | 1.00 | 1.00 | 0.96 | 0.96 | 0.96 | 0.95 | 0.86 | 0.86 |
| Lanes: | 1.00 | 0.84 | 0.16 | 1.00 | 0.98 | 0.02 | 0.10 | 0.60 | 0.30 | 1.00 | 0.04 | 0.96 |
| Final Sat.: | 1805 | 1552 | 302 | 1805 | 1857 | 37 | 188 | 1085 | 542 | 1805 | 70 | 1557 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.24 | 0.32 | 0.40 | 0.40 | 0.05 | 0.05 | 0.05 | 0.07 | 0.39 | 0.39 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.00 | 0.22 | 0.22 | 0.29 | 0.51 | 0.51 | 0.04 | 0.04 | 0.04 | 0.36 | 0.36 | 0.65 |
| Volume/Cap: | 0.78 | 1.08 | 1.08 | 1.08 | 0.78 | 0.78 | 1.08 | 1.08 | 1.08 | 0.20 | 1.08 | 0.59 |
| Delay/Veh: | 289.2 | 106 | 105.8 | 97.0 | 24.0 | 24.0 | 170.8 | 171 | 170.8 | 22.2 | 92.0 | 10.7 |
| 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: | 289.2 | 106 | 105.8 | 97.0 | 24.0 | 24.0 | 170.8 | 171 | 170.8 | 22.2 | 92.0 | 10.7 |
| LOS by Move: | F | F | F | F | C | C | F | F | F | C | F | B |
| HCM2kAvgQ: | 1 | 22 | 22 | 27 | 20 | 20 | 6 | 6 | 6 | 3 | 30 | 11 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.460 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 18.9 |
| Optimal Cycle: | 30 | 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 | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 193 | 772 | 61 | 15 | 381 | 664 | 112 | 49 | 118 | 31 | 64 | 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: | 193 | 772 | 61 | 15 | 381 | 664 | 112 | 49 | 118 | 31 | 64 | 29 |
| Added Vol: | -6 | -2 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 187 | 770 | 61 | 15 | 381 | 661 | 112 | 49 | 118 | 31 | 64 | 29 |
| 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: | 187 | 770 | 61 | 15 | 381 | 0 | 112 | 49 | 118 | 31 | 64 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 187 | 770 | 61 | 15 | 381 | 0 | 112 | 49 | 118 | 31 | 64 | 29 |
| 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 |
| FinalVolume: | 187 | 770 | 61 | 15 | 381 | 0 | 112 | 49 | 118 | 31 | 64 | 29 |
| 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 | 0.71 | 0.71 | 0.85 | 0.53 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.00 | 1.00 | 0.70 | 0.30 | 1.00 | 1.00 | 0.69 | 0.31 |
| Final Sat.: | 1805 | 3308 | 262 | 1805 | 1900 | 1900 | 944 | 413 | 1615 | 1013 | 1246 | 565 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.23 | 0.23 | 0.01 | 0.20 | 0.00 | 0.12 | 0.12 | 0.07 | 0.03 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green/Cycle: | 0.23 | 0.64 | 0.64 | 0.02 | 0.44 | 0.00 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.46 | 0.36 | 0.36 | 0.36 | 0.46 | 0.00 | 0.46 | 0.46 | 0.28 | 0.12 | 0.20 | 0.20 |
| Delay/Veh: | 34.3 | 8.6 | 8.6 | 53.6 | 20.3 | 0.0 | 32.2 | 32.2 | 30.1 | 28.6 | 29.2 | 29.2 |
| 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: | 34.3 | 8.6 | 8.6 | 53.6 | 20.3 | 0.0 | 32.2 | 32.2 | 30.1 | 28.6 | 29.2 | 29.2 |
| LOS by Move: | C | A | A | D | C | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 5 | 6 | 6 | 1 | 8 | 0 | 5 | 5 | 3 | 1 | 2 | 2 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): 28.9 Worst Case Level Of Service: F[ 67.6]

| 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 0 | 0 | 0 | 1 0 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 448 | 124 | 132 | 408 | 0 | 0 | 0 | 0 | 218 | 0 | 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: | 0 | 448 | 124 | 132 | 408 | 0 | 0 | 0 | 0 | 218 | 0 | 584 |
| Added Vol: | 0 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | -2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 442 | 124 | 132 | 408 | 0 | 0 | 0 | 0 | 214 | 0 | 582 |
| 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 | 442 | 124 | 132 | 408 | 0 | 0 | 0 | 0 | 214 | 0 | 582 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 442 | 124 | 132 | 408 | 0 | 0 | 0 | 0 | 214 | 0 | 582 |
| 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: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 566 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1114 | xxxx | 442 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 1016 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 232 | xxxx | 620 |
| Move Cap.: | xxxx | xxxx | xxxxx | 1016 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 207 | xxxx | 620 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | 1.03 | xxxx | 0.94 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 9.4 | xxxx | 12.6 |
| Control Del: | xxxxx | xxxx | xxxxx | 9.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 119.5 | xxxx | 48.5 |
| LOS by Move: | * | * | * | A | * | * | * | * | * | F | * | E |
| Movement: | 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: | xxxxx | xxxx | xxxxx | 0.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 9.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | A | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 67.6 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): 3.3 Worst Case Level Of Service: C[ 15.1]

| 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 0 | 1 0 | | 0 1 | 0 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 45 | 0 | 111 | 0 | 0 | 0 | 0 | 227 | 24 | 118 | 483 | 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: | 45 | 0 | 111 | 0 | 0 | 0 | 0 | 227 | 24 | 118 | 483 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | -3 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 45 | 0 | 111 | 0 | 0 | 0 | 0 | 225 | 24 | 118 | 480 | 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: | 45 | 0 | 111 | 0 | 0 | 0 | 0 | 225 | 24 | 118 | 480 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 45 | 0 | 111 | 0 | 0 | 0 | 0 | 225 | 24 | 118 | 480 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 953 | 953 | 237 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 249 | xxxx | xxxxx |
| Potent Cap.: | 290 | 261 | 807 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1328 | xxxx | xxxxx |
| Move Cap.: | 269 | 236 | 807 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1328 | xxxx | xxxxx |
| Volume/Cap: | 0.17 | 0.00 | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.09 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | 512 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 1.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 15.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx |
| Shared LOS: | * | C | * | * | * | * | * | * | * | A | * | * |
| ApproachDel: | | 15.1 | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | C | | * | | | * | | | * | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.896 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | 24.8 |
| Optimal Cycle: | 0 | 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: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| 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 0 | 0 1 | 0 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 505 | 78 | 0 | 0 | 90 | 308 | 115 | 0 | 233 | 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: | 505 | 78 | 0 | 0 | 90 | 308 | 115 | 0 | 233 | 0 | 0 | 0 |
| Added Vol: | -13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 492 | 78 | 0 | 0 | 90 | 308 | 115 | 0 | 223 | 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: | 492 | 78 | 0 | 0 | 90 | 308 | 115 | 0 | 223 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 492 | 78 | 0 | 0 | 90 | 308 | 115 | 0 | 223 | 0 | 0 | 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 |
| FinalVolume: | 492 | 78 | 0 | 0 | 90 | 308 | 115 | 0 | 223 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| 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 | 0.00 | 0.00 | 0.23 | 0.77 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 549 | 590 | 0 | 0 | 141 | 482 | 472 | 0 | 558 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.90 | 0.13 | xxxx | xxxx | 0.64 | 0.64 | 0.24 | xxxx | 0.40 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Delay/Veh: | 41.4 | 9.6 | 0.0 | 0.0 | 17.7 | 17.7 | 12.3 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| Delay 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 |
| AdjDel/Veh: | 41.4 | 9.6 | 0.0 | 0.0 | 17.7 | 17.7 | 12.3 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | A | * | * | C | C | B | * | B | * | * | * |
| ApproachDel: | 37.1 | | | 17.7 | | | 12.6 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | xxxxx | | |
| ApprAdjDel: | 37.1 | | | 17.7 | | | 12.6 | | | xxxxxx | | |
| LOS by Appr: | E | | | C | | | B | | | * | | |
| AllWayAvgQ: | 4.9 | 0.1 | 0.0 | 1.6 | 1.6 | 1.6 | 0.3 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.684 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 20.3 |
| Optimal Cycle: | 49 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 17 | 460 | 10 | 158 | 1357 | 164 | 7 | 19 | 14 | 55 | 49 | 212 |
| 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: | 17 | 460 | 10 | 158 | 1357 | 164 | 7 | 19 | 14 | 55 | 49 | 212 |
| Added Vol: | 0 | -25 | 0 | 0 | -33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 435 | 10 | 158 | 1324 | 164 | 7 | 19 | 14 | 55 | 49 | 212 |
| 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: | 17 | 435 | 10 | 158 | 1324 | 164 | 7 | 19 | 14 | 55 | 49 | 212 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 435 | 10 | 158 | 1324 | 164 | 7 | 19 | 14 | 55 | 49 | 212 |
| 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 |
| FinalVolume: | 17 | 435 | 10 | 158 | 1324 | 164 | 7 | 19 | 14 | 55 | 49 | 212 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 |
| Lanes: | 1.00 | 1.96 | 0.04 | 1.00 | 1.78 | 0.22 | 0.17 | 0.48 | 0.35 | 0.17 | 0.16 | 0.67 |
| Final Sat.: | 1805 | 3518 | 81 | 1805 | 3161 | 392 | 299 | 812 | 598 | 283 | 252 | 1090 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.12 | 0.12 | 0.09 | 0.42 | 0.42 | 0.02 | 0.02 | 0.02 | 0.19 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.37 | 0.37 | 0.26 | 0.61 | 0.61 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 0.68 | 0.34 | 0.34 | 0.34 | 0.68 | 0.68 | 0.08 | 0.08 | 0.08 | 0.68 | 0.68 | 0.68 |
| Delay/Veh: | 106.7 | 23.1 | 23.1 | 30.5 | 13.9 | 13.9 | 26.3 | 26.3 | 26.3 | 36.0 | 36.0 | 36.0 |
| 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: | 106.7 | 23.1 | 23.1 | 30.5 | 13.9 | 13.9 | 26.3 | 26.3 | 26.3 | 36.0 | 36.0 | 36.0 |
| LOS by Move: | F | C | C | C | B | B | C | C | C | D | D | D |
| HCM2kAvgQ: | 2 | 5 | 5 | 4 | 17 | 17 | 1 | 1 | 1 | 10 | 10 | 10 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[ 17.2]

| 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 | 1 0 | 0 | 1 0 | 2 0 | 0 | 0 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 576 | 0 | 335 | 1766 | 0 | 0 | 0 | 0 | 9 | 0 | 237 |
| 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 | 576 | 0 | 335 | 1766 | 0 | 0 | 0 | 0 | 9 | 0 | 237 |
| Added Vol: | 0 | -20 | 0 | 0 | -27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 556 | 0 | 335 | 1739 | 0 | 0 | 0 | 0 | 9 | 0 | 237 |
| 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 | 556 | 0 | 335 | 1739 | 0 | 0 | 0 | 0 | 9 | 0 | 237 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 556 | 0 | 335 | 1739 | 0 | 0 | 0 | 0 | 9 | 0 | 237 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 556 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 2096 | xxxx | 278 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 1025 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 46 | xxxx | 725 |
| Move Cap.: | xxxx | xxxx | xxxxx | 1025 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 34 | xxxx | 725 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.26 | xxxx | 0.33 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.8 | xxxx | 1.4 |
| Control Del: | xxxxx | xxxx | xxxxx | 10.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 143.6 | xxxx | 12.4 |
| LOS by Move: | * | * | * | B | * | * | * | * | * | F | * | B |
| Movement: | 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: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 17.2 | | |
| ApproachLOS: | * | | | * | | | * | | | C | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.751 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 37.0 |
| Optimal Cycle: | 59 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 256 | 473 | 133 | 92 | 580 | 227 | 219 | 110 | 246 | 266 | 162 | 168 |
| 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: | 256 | 473 | 133 | 92 | 580 | 227 | 219 | 110 | 246 | 266 | 162 | 168 |
| Added Vol: | -2 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | -3 | -3 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 254 | 473 | 131 | 92 | 580 | 227 | 219 | 110 | 243 | 263 | 162 | 168 |
| 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: | 254 | 473 | 131 | 92 | 580 | 227 | 219 | 110 | 243 | 263 | 162 | 168 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 254 | 473 | 131 | 92 | 580 | 227 | 219 | 110 | 243 | 263 | 162 | 168 |
| 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 |
| FinalVolume: | 254 | 473 | 131 | 92 | 580 | 227 | 219 | 110 | 243 | 263 | 162 | 168 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.85 | 0.95 | 0.92 | 0.92 |
| Lanes: | 1.00 | 1.57 | 0.43 | 1.00 | 1.44 | 0.56 | 1.00 | 1.00 | 1.00 | 1.00 | 0.49 | 0.51 |
| Final Sat.: | 1805 | 2734 | 757 | 1805 | 2486 | 973 | 1805 | 1900 | 1615 | 1805 | 862 | 894 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.17 | 0.17 | 0.05 | 0.23 | 0.23 | 0.12 | 0.06 | 0.15 | 0.15 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.19 | 0.38 | 0.38 | 0.11 | 0.31 | 0.31 | 0.16 | 0.21 | 0.21 | 0.20 | 0.25 | 0.25 |
| Volume/Cap: | 0.75 | 0.45 | 0.45 | 0.45 | 0.75 | 0.75 | 0.75 | 0.28 | 0.72 | 0.72 | 0.75 | 0.75 |
| Delay/Veh: | 47.5 | 23.1 | 23.1 | 43.0 | 34.0 | 34.0 | 50.4 | 33.6 | 44.1 | 44.0 | 41.7 | 41.7 |
| 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: | 47.5 | 23.1 | 23.1 | 43.0 | 34.0 | 34.0 | 50.4 | 33.6 | 44.1 | 44.0 | 41.7 | 41.7 |
| LOS by Move: | D | C | C | D | C | C | D | C | D | D | D | D |
| HCM2kAvgQ: | 9 | 7 | 7 | 3 | 13 | 13 | 8 | 3 | 8 | 9 | 11 | 11 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.181 |
| Loss Time (sec): | 8 | 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: | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 58 | 519 | 779 | 196 | 719 | 47 | 57 | 286 | 60 | 705 | 264 | 209 |
| 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: | 58 | 519 | 779 | 196 | 719 | 47 | 57 | 286 | 60 | 705 | 264 | 209 |
| Added Vol: | 0 | 0 | -23 | 0 | 0 | 0 | 0 | -8 | 0 | -24 | -8 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 519 | 756 | 196 | 719 | 47 | 57 | 278 | 60 | 681 | 256 | 209 |
| 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: | 58 | 519 | 756 | 196 | 719 | 47 | 57 | 278 | 60 | 681 | 256 | 209 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 519 | 756 | 196 | 719 | 47 | 57 | 278 | 60 | 681 | 256 | 209 |
| 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 |
| FinalVolume: | 58 | 519 | 756 | 196 | 719 | 47 | 57 | 278 | 60 | 749 | 256 | 209 |
| 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 | 1.88 | 0.12 | 1.00 | 1.64 | 0.36 | 1.49 | 0.51 | 1.00 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2581 | 169 | 1375 | 2262 | 488 | 2050 | 700 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.19 | 0.55 | 0.14 | 0.28 | 0.28 | 0.04 | 0.12 | 0.12 | 0.37 | 0.37 | 0.15 |
| Crit Volume: | | | 756 | 196 | | | | | 169 | 503 | | |
| Crit Moves: | | | **** | **** | | | | | **** | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.847 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 112 | 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 | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 0 1 | 0 | 1 1 | 0 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 34 | 15 | 12 | 626 | 9 | 197 | 280 | 1423 | 15 | 43 | 1050 | 621 |
| 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: | 34 | 15 | 12 | 626 | 9 | 197 | 280 | 1423 | 15 | 43 | 1050 | 621 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -45 | 0 | 0 | -47 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 34 | 15 | 12 | 626 | 9 | 197 | 280 | 1378 | 15 | 43 | 1003 | 621 |
| 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: | 34 | 15 | 12 | 626 | 9 | 197 | 280 | 1378 | 15 | 43 | 1003 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 15 | 12 | 626 | 9 | 197 | 280 | 1378 | 15 | 43 | 1003 | 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 |
| FinalVolume: | 34 | 15 | 12 | 689 | 9 | 197 | 280 | 1378 | 15 | 43 | 1003 | 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 | 0.56 | 0.44 | 1.97 | 0.03 | 1.00 | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1375 | 764 | 611 | 2715 | 35 | 1375 | 1375 | 2720 | 30 | 1375 | 2750 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.25 | 0.25 | 0.14 | 0.20 | 0.51 | 0.51 | 0.03 | 0.36 | 0.00 |
| Crit Volume: | 34 | | | 349 | | | 280 | | | 502 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.942 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 30.8 |
| Optimal Cycle: | 126 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 0 0 | 0 | 1 0 | 0 1 | 0 | 0 0 | 2 0 | 1 | 1 0 | 2 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 97 | 0 | 310 | 0 | 1410 | 669 | 557 | 1453 | 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 | 97 | 0 | 310 | 0 | 1410 | 669 | 557 | 1453 | 0 |
| Added Vol: | 0 | 0 | 0 | -16 | 0 | -47 | 0 | -45 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 81 | 0 | 263 | 0 | 1365 | 669 | 557 | 1453 | 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 | 81 | 0 | 263 | 0 | 1365 | 669 | 557 | 1453 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 81 | 0 | 263 | 0 | 1365 | 669 | 557 | 1453 | 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 |
| FinalVolume: | 0 | 0 | 0 | 81 | 0 | 263 | 0 | 1365 | 669 | 557 | 1453 | 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 | 0.95 | 1.00 | 0.85 | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 0 | 3610 | 1615 | 1805 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.16 | 0.00 | 0.38 | 0.41 | 0.31 | 0.40 | 0.00 |
| Crit Moves: | | | | | | **** | | | **** | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.00 | 0.44 | 0.44 | 0.33 | 0.77 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.94 | 0.00 | 0.86 | 0.94 | 0.94 | 0.52 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 36.3 | 0.0 | 79.4 | 0.0 | 30.3 | 47.7 | 56.3 | 4.7 | 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 | 36.3 | 0.0 | 79.4 | 0.0 | 30.3 | 47.7 | 56.3 | 4.7 | 0.0 |
| LOS by Move: | A | A | A | D | A | E | A | C | D | E | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 19 | 20 | 16 | 8 | 0 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.057 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 47.0 |
| 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1! 0 | 1 | 0 0 | 0 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 484 | 2 | 551 | 0 | 0 | 0 | 445 | 1137 | 0 | 0 | 1498 | 133 |
| 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: | 484 | 2 | 551 | 0 | 0 | 0 | 445 | 1137 | 0 | 0 | 1498 | 133 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | -45 | -16 | 0 | 0 | 0 | -15 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 484 | 2 | 551 | 0 | 0 | 0 | 400 | 1121 | 0 | 0 | 1498 | 118 |
| 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: | 484 | 2 | 551 | 0 | 0 | 0 | 400 | 1121 | 0 | 0 | 1498 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 484 | 2 | 551 | 0 | 0 | 0 | 400 | 1121 | 0 | 0 | 1498 | 118 |
| 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 |
| FinalVolume: | 484 | 2 | 551 | 0 | 0 | 0 | 400 | 1121 | 0 | 0 | 1498 | 118 |
| 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: | 1.46 | 0.01 | 1.53 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.85 | 0.15 |
| Final Sat.: | 2383 | 6 | 2488 | 0 | 0 | 0 | 1805 | 3610 | 0 | 0 | 3310 | 261 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.32 | 0.22 | 0.00 | 0.00 | 0.00 | 0.22 | 0.31 | 0.00 | 0.00 | 0.45 | 0.45 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.30 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.21 | 0.64 | 0.00 | 0.00 | 0.43 | 0.43 |
| Volume/Cap: | 0.67 | 1.06 | 0.73 | 0.00 | 0.00 | 0.00 | 1.06 | 0.49 | 0.00 | 0.00 | 1.06 | 1.06 |
| Delay/Veh: | 31.7 | 80.0 | 33.3 | 0.0 | 0.0 | 0.0 | 101.7 | 9.7 | 0.0 | 0.0 | 68.4 | 68.4 |
| 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: | 31.7 | 80.0 | 33.3 | 0.0 | 0.0 | 0.0 | 101.7 | 9.7 | 0.0 | 0.0 | 68.4 | 68.4 |
| LOS by Move: | C | E | C | A | A | A | F | A | A | A | E | E |
| HCM2kAvgQ: | 10 | 24 | 11 | 0 | 0 | 0 | 16 | 9 | 0 | 0 | 37 | 37 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.855 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 118 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 69 | 175 | 87 | 191 | 111 | 314 | 171 | 800 | 32 | 20 | 607 | 81 |
| 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: | 69 | 175 | 87 | 191 | 111 | 314 | 171 | 800 | 32 | 20 | 607 | 81 |
| Added Vol: | 0 | 0 | 0 | -8 | 0 | 0 | 0 | -15 | 0 | 0 | -16 | -8 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 69 | 175 | 87 | 183 | 111 | 314 | 171 | 785 | 32 | 20 | 591 | 73 |
| 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: | 69 | 175 | 87 | 183 | 111 | 314 | 171 | 785 | 32 | 20 | 591 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 175 | 87 | 183 | 111 | 314 | 171 | 785 | 32 | 20 | 591 | 73 |
| 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 |
| FinalVolume: | 69 | 175 | 87 | 183 | 111 | 314 | 171 | 785 | 32 | 20 | 591 | 73 |
| 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 | 1.34 | 0.66 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 0.04 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 1425 | 1904 | 946 | 1425 | 1425 | 1425 | 1425 | 1369 | 56 | 1425 | 1268 | 157 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.09 | 0.09 | 0.13 | 0.08 | 0.22 | 0.12 | 0.57 | 0.57 | 0.01 | 0.47 | 0.47 |
| Crit Volume: | 69 | | | | | 314 | 171 | | | | 664 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: C[ 16.5]

| 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: | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 292 | | 0 | | | 0 | | 165 | 105 | | | 247 | | 0 | | 60 | | 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: | 55 | 292 | | 0 | | | 0 | | 165 | 105 | | | 247 | | 0 | | 60 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | -7 | | 0 | | | 0 | | -8 | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | 0 | | 0 | | | 0 | | 0 | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 55 | 285 | | 0 | | | 0 | | 157 | 105 | | | 247 | | 0 | | 60 | | 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: | 55 | 285 | | 0 | | | 0 | | 157 | 105 | | | 247 | | 0 | | 60 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | | 0 | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 55 | 285 | | 0 | | | 0 | | 157 | 105 | | | 247 | | 0 | | 60 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 6.8 | | 6.5 | | 6.9 | | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 3.5 | | 4.0 | | 3.3 | | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 262 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 462 | | 605 | | 131 | | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 1314 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 533 | | 415 | | 901 | | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 1314 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 516 | | 398 | | 901 | | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | 0.48 | | 0.00 | | 0.07 | | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 2.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| Control Del: | 7.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 18.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| 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 | | | | | | | xxxx | xxxx | 901 | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | 0.2 | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | 9.3 | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | * | | * | | * | | | | | | | * | * | A | * | | * | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | | | | | | | 16.5 | | | xxxxxx | | | | | | | | |
| ApproachLOS: | * | | | * | | | | | | | | | C | | | * | | | | | | | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.769 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 34.9 |
| Optimal Cycle: | 59 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 198 | 1284 | 322 | 34 | 953 | 191 | 333 | 398 | 348 | 303 | 298 | 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: | 198 | 1284 | 322 | 34 | 953 | 191 | 333 | 398 | 348 | 303 | 298 | 57 |
| Added Vol: | -24 | -103 | -29 | 0 | -98 | 0 | 0 | 0 | -23 | -28 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 174 | 1181 | 293 | 34 | 855 | 191 | 333 | 398 | 325 | 275 | 298 | 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: | 174 | 1181 | 293 | 34 | 855 | 191 | 333 | 398 | 325 | 275 | 298 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 174 | 1181 | 293 | 34 | 855 | 191 | 333 | 398 | 325 | 275 | 298 | 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 |
| FinalVolume: | 174 | 1181 | 293 | 34 | 855 | 191 | 333 | 398 | 325 | 275 | 298 | 57 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| 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.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.33 | 0.18 | 0.02 | 0.24 | 0.12 | 0.18 | 0.21 | 0.20 | 0.15 | 0.16 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.43 | 0.43 | 0.02 | 0.32 | 0.32 | 0.25 | 0.27 | 0.27 | 0.20 | 0.22 | 0.22 |
| Volume/Cap: | 0.74 | 0.77 | 0.43 | 0.77 | 0.74 | 0.37 | 0.73 | 0.77 | 0.74 | 0.77 | 0.73 | 0.16 |
| Delay/Veh: | 53.8 | 27.0 | 20.6 | 104.7 | 32.9 | 26.7 | 39.8 | 40.4 | 39.7 | 47.7 | 42.8 | 32.1 |
| 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: | 53.8 | 27.0 | 20.6 | 104.7 | 32.9 | 26.7 | 39.8 | 40.4 | 39.7 | 47.7 | 42.8 | 32.1 |
| LOS by Move: | D | C | C | F | C | C | D | D | D | D | D | C |
| HCM2kAvgQ: | 5 | 16 | 6 | 2 | 14 | 5 | 11 | 13 | 11 | 10 | 10 | 1 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.833 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 27.6 |
| Optimal Cycle: | 74 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 2 1 | 0 | 1 0 | 2 1 | 0 | 0 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1503 | 326 | 409 | 1170 | 0 | 0 | 0 | 73 | 227 | 0 | 340 |
| 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 | 1503 | 326 | 409 | 1170 | 0 | 0 | 0 | 73 | 227 | 0 | 340 |
| Added Vol: | 0 | -156 | -13 | 0 | -149 | 0 | 0 | 0 | 0 | -12 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1347 | 313 | 409 | 1021 | 0 | 0 | 0 | 73 | 215 | 0 | 340 |
| 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 | 1347 | 313 | 409 | 1021 | 0 | 0 | 0 | 73 | 215 | 0 | 340 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1347 | 313 | 409 | 1021 | 0 | 0 | 0 | 73 | 215 | 0 | 340 |
| 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 |
| FinalVolume: | 0 | 1347 | 313 | 409 | 1021 | 0 | 0 | 0 | 73 | 215 | 0 | 340 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.91 | 0.91 | 1.00 | 1.00 | 0.87 | 0.77 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.43 | 0.57 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 4091 | 951 | 1805 | 5187 | 0 | 0 | 0 | 1644 | 1461 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.33 | 0.23 | 0.20 | 0.00 | 0.00 | 0.00 | 0.04 | 0.15 | 0.00 | 0.21 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.40 | 0.40 | 0.27 | 0.67 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 |
| Volume/Cap: | 0.00 | 0.83 | 0.83 | 0.83 | 0.29 | 0.00 | 0.00 | 0.00 | 0.18 | 0.58 | 0.00 | 0.83 |
| Delay/Veh: | 0.0 | 30.4 | 30.4 | 45.9 | 6.9 | 0.0 | 0.0 | 0.0 | 29.4 | 35.1 | 0.0 | 49.0 |
| 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 | 30.4 | 30.4 | 45.9 | 6.9 | 0.0 | 0.0 | 0.0 | 29.4 | 35.1 | 0.0 | 49.0 |
| LOS by Move: | A | C | C | D | A | A | A | A | C | D | A | D |
| HCM2kAvgQ: | 0 | 17 | 17 | 12 | 5 | 0 | 0 | 0 | 2 | 7 | 0 | 12 |

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

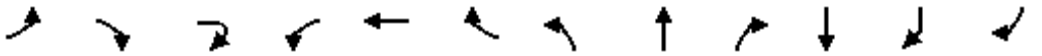
Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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): | 0.736 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 65 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 206 | 1397 | 77 | 56 | 1316 | 129 | 222 | 26 | 462 | 136 | 14 | 23 |
| 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: | 206 | 1397 | 77 | 56 | 1316 | 129 | 222 | 26 | 462 | 136 | 14 | 23 |
| Added Vol: | -8 | -169 | 0 | 0 | -161 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 198 | 1228 | 77 | 56 | 1155 | 129 | 222 | 26 | 455 | 136 | 14 | 23 |
| 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: | 198 | 1228 | 77 | 56 | 1155 | 129 | 222 | 26 | 455 | 136 | 14 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 198 | 1228 | 77 | 56 | 1155 | 129 | 222 | 26 | 455 | 136 | 14 | 23 |
| 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 |
| FinalVolume: | 198 | 1228 | 77 | 56 | 1155 | 129 | 222 | 26 | 501 | 136 | 14 | 23 |
| 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 | 2.82 | 0.18 | 1.00 | 2.70 | 0.30 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1375 | 3882 | 243 | 1375 | 3711 | 414 | 1375 | 1375 | 2750 | 1375 | 1375 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.32 | 0.32 | 0.04 | 0.31 | 0.31 | 0.16 | 0.02 | 0.18 | 0.10 | 0.01 | 0.02 |
| Crit Volume: | 198 | | | | | 428 | | | 250 | 136 | | |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | |



| Movement | EBL | EBR | EBR2 | WBL2 | WBT | WBR | NBL | NBT | NBR | SBT | SBR | SBR2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 120 | 270 | 97 | 533 | 13 | 223 | 193 | 1195 | 41 | 555 | 1108 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | | 1.00 | 0.87 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | | 3433 | 1533 | 1504 | 1770 | 5085 | 1583 | 3539 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | | 3433 | 1533 | 1504 | 1770 | 5085 | 1583 | 3539 | 1863 | 1583 |
| Peak-hour factor, PHF | 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) | 120 | 270 | 97 | 533 | 13 | 223 | 193 | 1195 | 41 | 555 | 1108 | 85 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 96 | 22 | 0 | 0 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 120 | 357 | 0 | 533 | 24 | 94 | 193 | 1195 | 41 | 555 | 1108 | 74 |
| Turn Type | Prot | custom | | Prot | | custom | Prot | | Free | | Prot | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Permitted Phases | | 5 7 | | | | 2 | | | Free | | | 6 |
| Actuated Green, G (s) | 14.1 | 40.1 | | 19.0 | 13.9 | 113.9 | 13.0 | 100.0 | 140.0 | 83.0 | 83.0 | 83.0 |
| Effective Green, g (s) | 14.1 | 40.1 | | 19.0 | 13.9 | 113.9 | 13.0 | 100.0 | 140.0 | 83.0 | 83.0 | 83.0 |
| Actuated g/C Ratio | 0.10 | 0.29 | | 0.14 | 0.10 | 0.81 | 0.09 | 0.71 | 1.00 | 0.59 | 0.59 | 0.59 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 178 | 453 | | 466 | 152 | 1267 | 164 | 3632 | 1583 | 2098 | 1104 | 938 |
| v/s Ratio Prot | 0.07 | c0.05 | | c0.16 | 0.02 | 0.01 | c0.11 | 0.23 | | 0.16 | c0.59 | |
| v/s Ratio Perm | | 0.17 | | | | 0.06 | | | 0.03 | | | 0.05 |
| v/c Ratio | 0.67 | 0.79 | | 1.14 | 0.16 | 0.07 | 1.18 | 0.33 | 0.03 | 0.26 | 1.00 | 0.08 |
| Uniform Delay, d1 | 60.7 | 46.0 | | 60.5 | 57.7 | 2.6 | 63.5 | 7.5 | 0.0 | 13.8 | 28.5 | 12.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.78 | 0.50 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.7 | 8.8 | | 87.4 | 0.5 | 0.0 | 123.0 | 0.2 | 0.0 | 0.3 | 28.0 | 0.2 |
| Delay (s) | 70.4 | 54.9 | | 147.9 | 58.2 | 2.6 | 172.4 | 4.0 | 0.0 | 14.1 | 56.5 | 12.3 |
| Level of Service | E | D | | F | E | A | F | A | A | B | E | B |
| Approach Delay (s) | | | | | 112.0 | | | 26.6 | | 40.9 | | |
| Approach LOS | | | | | F | | | C | | D | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 50.6 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.03 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 98.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 621 | 0 | 28 | 0 | 0 | 0 | 808 | 843 | 0 | 0 | 1160 | 198 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | 4.0 | | | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | | 1.00 | | | | 0.91 | 1.00 | | | 0.95 | 1.00 |
| Frt | 1.00 | | 0.85 | | | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | | 1.00 | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | | 1583 | | | | 5085 | 1863 | | | 3539 | 1583 |
| Flt Permitted | 0.95 | | 1.00 | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | | 1583 | | | | 5085 | 1863 | | | 3539 | 1583 |
| Peak-hour factor, PHF | 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) | 621 | 0 | 28 | 0 | 0 | 0 | 808 | 843 | 0 | 0 | 1160 | 198 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 621 | 0 | 6 | 0 | 0 | 0 | 808 | 843 | 0 | 0 | 1160 | 198 |
| Turn Type | Split | | Perm | custom | custom | Free | | Prot | Perm | Prot | | Free |
| Protected Phases | 4 | 4 | | | | | 2 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | 7 | 7 | Free | | | 2 | | | Free |
| Actuated Green, G (s) | 30.5 | | 30.5 | | | | 101.5 | 101.5 | | | 101.5 | 140.0 |
| Effective Green, g (s) | 30.5 | | 30.5 | | | | 101.5 | 101.5 | | | 101.5 | 140.0 |
| Actuated g/C Ratio | 0.22 | | 0.22 | | | | 0.72 | 0.72 | | | 0.72 | 1.00 |
| Clearance Time (s) | 4.0 | | 4.0 | | | | 4.0 | 4.0 | | | 4.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | | | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | 748 | | 345 | | | | 3687 | 1351 | | | 2566 | 1583 |
| v/s Ratio Prot | c0.18 | | | | | | 0.16 | c0.45 | | | 0.33 | |
| v/s Ratio Perm | | | 0.00 | | | | | | | | | 0.13 |
| v/c Ratio | 0.83 | | 0.02 | | | | 0.22 | 0.62 | | | 0.45 | 0.13 |
| Uniform Delay, d1 | 52.3 | | 43.0 | | | | 6.3 | 9.7 | | | 7.9 | 0.0 |
| Progression Factor | 1.00 | | 1.00 | | | | 0.58 | 0.72 | | | 1.02 | 1.00 |
| Incremental Delay, d2 | 7.8 | | 0.0 | | | | 0.1 | 2.1 | | | 0.4 | 0.1 |
| Delay (s) | 60.1 | | 43.0 | | | | 3.8 | 9.1 | | | 8.4 | 0.1 |
| Level of Service | E | | D | | | | A | A | | | A | A |
| Approach Delay (s) | | 59.3 | | | | | 6.5 | | | | 7.2 | |
| Approach LOS | | E | | | | | A | | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 62.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.406 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 29 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 2 | 1 | 0 | 1 0 | 3 | 0 0 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1595 | 62 | 90 | 1272 | 0 | 0 | 0 | 0 | 130 | 0 | 28 |
| 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 | 1595 | 62 | 90 | 1272 | 0 | 0 | 0 | 0 | 130 | 0 | 28 |
| Added Vol: | 0 | -98 | -23 | -60 | -64 | 0 | 0 | 0 | 0 | -63 | 0 | -16 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1497 | 39 | 30 | 1208 | 0 | 0 | 0 | 0 | 67 | 0 | 12 |
| 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 | 1497 | 39 | 30 | 1208 | 0 | 0 | 0 | 0 | 67 | 0 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1497 | 39 | 30 | 1208 | 0 | 0 | 0 | 0 | 67 | 0 | 12 |
| 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 | 1.10 |
| FinalVolume: | 0 | 1497 | 39 | 30 | 1208 | 0 | 0 | 0 | 0 | 74 | 0 | 13 |
| 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 | 2.92 | 0.08 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 4166 | 109 | 1425 | 4275 | 0 | 0 | 0 | 0 | 2850 | 0 | 2850 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | 0.02 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| Crit Volume: | | | 512 | 30 | | | | | 0 | 37 | | |
| Crit Moves: | | | **** | **** | | | | | | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 1.225 |
| Loss Time (sec): | 8 | 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 578 | 1214 | 255 | 148 | 1031 | 77 | 168 | 462 | 686 | 108 | 204 | 52 |
| 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: | 578 | 1214 | 255 | 148 | 1031 | 77 | 168 | 462 | 686 | 108 | 204 | 52 |
| Added Vol: | 0 | -91 | 0 | -32 | -95 | 0 | 0 | 0 | 0 | 0 | 0 | -30 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 578 | 1123 | 255 | 116 | 936 | 77 | 168 | 462 | 686 | 108 | 204 | 22 |
| 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: | 578 | 1123 | 255 | 116 | 936 | 77 | 168 | 462 | 686 | 108 | 204 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 578 | 1123 | 255 | 116 | 936 | 77 | 168 | 462 | 686 | 108 | 204 | 22 |
| 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 |
| FinalVolume: | 578 | 1123 | 255 | 116 | 936 | 77 | 168 | 462 | 686 | 108 | 204 | 22 |
| 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 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.90 | 0.10 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 4125 | 1375 | 1375 | 2750 | 1375 | 1375 | 1241 | 134 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.41 | 0.19 | 0.08 | 0.23 | 0.06 | 0.12 | 0.17 | 0.50 | 0.08 | 0.16 | 0.16 |
| Crit Volume: | 578 | | | | 312 | | | | 686 | 108 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 1.053 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 55.9 |
| 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 544 | 165 | 459 | 432 | 6 | 7 | 18 | 10 | 124 | 9 | 505 |
| 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: | 10 | 544 | 165 | 459 | 432 | 6 | 7 | 18 | 10 | 124 | 9 | 505 |
| Added Vol: | 0 | -16 | 0 | 0 | -15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 528 | 165 | 459 | 417 | 6 | 7 | 18 | 10 | 124 | 9 | 505 |
| 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: | 10 | 528 | 165 | 459 | 417 | 6 | 7 | 18 | 10 | 124 | 9 | 505 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 528 | 165 | 459 | 417 | 6 | 7 | 18 | 10 | 124 | 9 | 505 |
| 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 |
| FinalVolume: | 10 | 528 | 165 | 459 | 417 | 6 | 7 | 18 | 10 | 124 | 9 | 505 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.96 | 0.96 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.85 |
| Lanes: | 1.00 | 0.76 | 0.24 | 1.00 | 0.99 | 0.01 | 0.20 | 0.51 | 0.29 | 1.00 | 0.02 | 0.98 |
| Final Sat.: | 1805 | 1396 | 436 | 1805 | 1869 | 27 | 362 | 930 | 516 | 1805 | 28 | 1592 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.38 | 0.38 | 0.25 | 0.22 | 0.22 | 0.02 | 0.02 | 0.02 | 0.07 | 0.32 | 0.32 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.01 | 0.36 | 0.36 | 0.24 | 0.59 | 0.59 | 0.02 | 0.02 | 0.02 | 0.30 | 0.30 | 0.54 |
| Volume/Cap: | 0.38 | 1.05 | 1.05 | 1.05 | 0.38 | 0.38 | 1.05 | 1.05 | 1.05 | 0.23 | 1.05 | 0.58 |
| Delay/Veh: | 57.8 | 82.0 | 82.0 | 95.8 | 11.2 | 11.2 | 221.8 | 222 | 221.8 | 26.4 | 90.5 | 16.3 |
| 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: | 57.8 | 82.0 | 82.0 | 95.8 | 11.2 | 11.2 | 221.8 | 222 | 221.8 | 26.4 | 90.5 | 16.3 |
| LOS by Move: | E | F | F | F | B | B | F | F | F | C | F | B |
| HCM2kAvgQ: | 1 | 31 | 31 | 22 | 7 | 7 | 3 | 3 | 3 | 3 | 24 | 11 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.376 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 20.1 |
| 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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 184 | 621 | 164 | 29 | 278 | 469 | 60 | 49 | 138 | 126 | 61 | 39 |
| 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: | 184 | 621 | 164 | 29 | 278 | 469 | 60 | 49 | 138 | 126 | 61 | 39 |
| Added Vol: | -13 | -8 | 0 | 0 | 0 | -8 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 171 | 613 | 164 | 29 | 278 | 461 | 60 | 49 | 138 | 126 | 61 | 39 |
| 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: | 171 | 613 | 164 | 29 | 278 | 0 | 60 | 49 | 138 | 126 | 61 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 171 | 613 | 164 | 29 | 278 | 0 | 60 | 49 | 138 | 126 | 61 | 39 |
| 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 |
| FinalVolume: | 171 | 613 | 164 | 29 | 278 | 0 | 60 | 49 | 138 | 126 | 61 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 1.00 | 0.81 | 0.81 | 0.85 | 0.63 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.58 | 0.42 | 1.00 | 1.00 | 1.00 | 0.55 | 0.45 | 1.00 | 1.00 | 0.61 | 0.39 |
| Final Sat.: | 1805 | 2757 | 738 | 1805 | 1900 | 1900 | 844 | 689 | 1615 | 1205 | 1092 | 698 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.22 | 0.22 | 0.02 | 0.15 | 0.00 | 0.07 | 0.07 | 0.09 | 0.10 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.60 | 0.60 | 0.04 | 0.39 | 0.00 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 0.38 | 0.37 | 0.37 | 0.37 | 0.38 | 0.00 | 0.26 | 0.26 | 0.31 | 0.38 | 0.20 | 0.20 |
| Delay/Veh: | 31.4 | 10.5 | 10.5 | 49.5 | 22.2 | 0.0 | 28.3 | 28.3 | 28.9 | 29.8 | 27.8 | 27.8 |
| 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: | 31.4 | 10.5 | 10.5 | 49.5 | 22.2 | 0.0 | 28.3 | 28.3 | 28.9 | 29.8 | 27.8 | 27.8 |
| LOS by Move: | C | B | B | D | C | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 5 | 6 | 6 | 1 | 6 | 0 | 3 | 3 | 3 | 3 | 2 | 2 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): 41.9 Worst Case Level Of Service: F[121.1]

| 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 0 | 0 | 0 | 1 0 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 551 | 186 | 165 | 376 | 0 | 0 | 0 | 0 | 249 | 0 | 421 |
| 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 | 551 | 186 | 165 | 376 | 0 | 0 | 0 | 0 | 249 | 0 | 421 |
| Added Vol: | 0 | -13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | -8 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 538 | 186 | 165 | 376 | 0 | 0 | 0 | 0 | 236 | 0 | 413 |
| 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 | 538 | 186 | 165 | 376 | 0 | 0 | 0 | 0 | 236 | 0 | 413 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 538 | 186 | 165 | 376 | 0 | 0 | 0 | 0 | 236 | 0 | 413 |
| 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: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 724 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1244 | xxxx | 538 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 888 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 194 | xxxx | 547 |
| Move Cap.: | xxxx | xxxx | xxxxx | 888 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 164 | xxxx | 547 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.19 | xxxx | xxxx | xxxx | xxxx | xxxx | 1.44 | xxxx | 0.75 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 15.0 | xxxx | 6.6 |
| Control Del: | xxxxx | xxxx | xxxxx | 10.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 282.1 | xxxx | 29.1 |
| LOS by Move: | * | * | * | A | * | * | * | * | * | F | * | D |
| Movement: | 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: | xxxxx | xxxx | xxxxx | 0.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 10.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | A | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 121.1 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): 3.9 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: | 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 | | 0 1 | 0 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 55 | 0 | 127 | 0 | 0 | 0 | 1 | 465 | 66 | 78 | 230 | 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: | 55 | 0 | 127 | 0 | 0 | 0 | 1 | 465 | 66 | 78 | 230 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | -6 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 0 | 127 | 0 | 0 | 0 | 1 | 458 | 66 | 78 | 224 | 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: | 55 | 0 | 127 | 0 | 0 | 0 | 1 | 458 | 66 | 78 | 224 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 0 | 127 | 0 | 0 | 0 | 1 | 458 | 66 | 78 | 224 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 873 | 873 | 491 | xxxx | xxxx | xxxxx | 224 | xxxx | xxxxx | 524 | xxxx | xxxxx |
| Potent Cap.: | 323 | 291 | 582 | xxxx | xxxx | xxxxx | 1357 | xxxx | xxxxx | 1053 | xxxx | xxxxx |
| Move Cap.: | 304 | 268 | 582 | xxxx | xxxx | xxxxx | 1357 | xxxx | xxxxx | 1053 | xxxx | xxxxx |
| Volume/Cap: | 0.18 | 0.00 | 0.22 | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | 0.07 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 7.7 | xxxx | xxxxx | 8.7 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | A | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | 456 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 1.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 18.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | xxxx | xxxxx |
| Shared LOS: | * | C | * | * | * | * | * | * | * | A | * | * |
| ApproachDel: | | 18.1 | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | C | | * | | | * | | | * | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.640 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | 15.3 |
| Optimal Cycle: | 0 | 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: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| 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 | 0 0 | 1 0 | 1 0 | 0 0 | 1 | 0 | 0 0 | 0 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 227 | 109 | 0 | 0 | 68 | 118 | 356 | 0 | 439 | 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: | 227 | 109 | 0 | 0 | 68 | 118 | 356 | 0 | 439 | 0 | 0 | 0 |
| Added Vol: | -30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -32 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 197 | 109 | 0 | 0 | 68 | 118 | 356 | 0 | 407 | 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: | 197 | 109 | 0 | 0 | 68 | 118 | 356 | 0 | 407 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 109 | 0 | 0 | 68 | 118 | 356 | 0 | 407 | 0 | 0 | 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 |
| FinalVolume: | 197 | 109 | 0 | 0 | 68 | 118 | 356 | 0 | 407 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| 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 | 0.00 | 0.00 | 0.37 | 0.63 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 491 | 525 | 0 | 0 | 212 | 367 | 556 | 0 | 681 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.21 | xxxx | xxxx | 0.32 | 0.32 | 0.64 | xxxx | 0.60 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 14.2 | 10.9 | 0.0 | 0.0 | 11.7 | 11.7 | 19.5 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 |
| Delay 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 |
| AdjDel/Veh: | 14.2 | 10.9 | 0.0 | 0.0 | 11.7 | 11.7 | 19.5 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | B | * | * | B | B | C | * | C | * | * | * |
| ApproachDel: | 13.1 | | | 11.7 | | | 17.1 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | xxxxx | | |
| ApprAdjDel: | 13.1 | | | 11.7 | | | 17.1 | | | xxxxxx | | |
| LOS by Appr: | B | | | B | | | C | | | * | | |
| AllWayAvgQ: | 0.6 | 0.2 | 0.0 | 0.4 | 0.4 | 0.4 | 1.6 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.669 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 20.1 |
| Optimal Cycle: | 48 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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 | 1282 | 27 | 281 | 783 | 22 | 51 | 65 | 44 | 21 | 9 | 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: | 4 | 1282 | 27 | 281 | 783 | 22 | 51 | 65 | 44 | 21 | 9 | 116 |
| Added Vol: | 0 | -79 | 0 | 0 | -76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 4 | 1203 | 27 | 281 | 707 | 22 | 51 | 65 | 44 | 21 | 9 | 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: | 4 | 1203 | 27 | 281 | 707 | 22 | 51 | 65 | 44 | 21 | 9 | 116 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 1203 | 27 | 281 | 707 | 22 | 51 | 65 | 44 | 21 | 9 | 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 |
| FinalVolume: | 4 | 1203 | 27 | 281 | 707 | 22 | 51 | 65 | 44 | 21 | 9 | 116 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.75 | 0.75 | 0.75 | 0.84 | 0.84 | 0.84 |
| Lanes: | 1.00 | 1.96 | 0.04 | 1.00 | 1.94 | 0.06 | 0.32 | 0.41 | 0.27 | 0.14 | 0.06 | 0.80 |
| Final Sat.: | 1805 | 3520 | 79 | 1805 | 3487 | 109 | 457 | 583 | 394 | 230 | 98 | 1269 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | 0.16 | 0.20 | 0.20 | 0.11 | 0.11 | 0.11 | 0.09 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.01 | 0.51 | 0.51 | 0.23 | 0.74 | 0.74 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Volume/Cap: | 0.28 | 0.67 | 0.67 | 0.67 | 0.28 | 0.28 | 0.67 | 0.67 | 0.67 | 0.55 | 0.55 | 0.55 |
| Delay/Veh: | 59.4 | 19.2 | 19.2 | 39.0 | 4.5 | 4.5 | 46.2 | 46.2 | 46.2 | 40.6 | 40.6 | 40.6 |
| 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: | 59.4 | 19.2 | 19.2 | 39.0 | 4.5 | 4.5 | 46.2 | 46.2 | 46.2 | 40.6 | 40.6 | 40.6 |
| LOS by Move: | E | B | B | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 15 | 15 | 9 | 4 | 4 | 6 | 6 | 6 | 5 | 5 | 5 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: F[ 86.1]

| 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 | 1 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1571 | 35 | 161 | 916 | 0 | 0 | 0 | 0 | 29 | 0 | 277 |
| 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 | 1571 | 35 | 161 | 916 | 0 | 0 | 0 | 0 | 29 | 0 | 277 |
| Added Vol: | 0 | -63 | 0 | 0 | -60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1508 | 35 | 161 | 856 | 0 | 0 | 0 | 0 | 29 | 0 | 277 |
| 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 | 1508 | 35 | 161 | 856 | 0 | 0 | 0 | 0 | 29 | 0 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 1508 | 35 | 161 | 856 | 0 | 0 | 0 | 0 | 29 | 0 | 277 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1543 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 2276 | xxxx | 772 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 436 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 35 | xxxx | 347 |
| Move Cap.: | xxxx | xxxx | xxxxx | 436 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 25 | xxxx | 347 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.37 | xxxx | xxxx | xxxx | xxxx | xxxx | 1.17 | xxxx | 0.80 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 1.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3.6 | xxxx | 6.7 |
| Control Del: | xxxxx | xxxx | xxxxx | 18.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 468.5 | xxxx | 46.1 |
| LOS by Move: | * | * | * | C | * | * | * | * | * | F | * | E |
| Movement: | 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: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 86.1 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.577 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 31.0 |
| Optimal Cycle: | 39 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 204 | 433 | 311 | 108 | 279 | 62 | 114 | 215 | 303 | 126 | 107 | 68 |
| 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: | 204 | 433 | 311 | 108 | 279 | 62 | 114 | 215 | 303 | 126 | 107 | 68 |
| Added Vol: | -8 | 0 | -8 | 0 | 0 | 0 | 0 | 0 | -8 | -8 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 196 | 433 | 303 | 108 | 279 | 62 | 114 | 215 | 295 | 118 | 107 | 68 |
| 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: | 196 | 433 | 303 | 108 | 279 | 62 | 114 | 215 | 295 | 118 | 107 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 196 | 433 | 303 | 108 | 279 | 62 | 114 | 215 | 295 | 118 | 107 | 68 |
| 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 |
| FinalVolume: | 196 | 433 | 303 | 108 | 279 | 62 | 114 | 215 | 295 | 118 | 107 | 68 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.89 | 0.89 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.18 | 0.82 | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 0.61 | 0.39 |
| Final Sat.: | 1805 | 1992 | 1394 | 1805 | 2874 | 639 | 1805 | 1900 | 1615 | 1805 | 1094 | 695 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.22 | 0.22 | 0.06 | 0.10 | 0.10 | 0.06 | 0.11 | 0.18 | 0.07 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.25 | 0.38 | 0.38 | 0.10 | 0.23 | 0.23 | 0.17 | 0.32 | 0.32 | 0.11 | 0.26 | 0.26 |
| Volume/Cap: | 0.43 | 0.58 | 0.58 | 0.58 | 0.43 | 0.43 | 0.37 | 0.36 | 0.58 | 0.58 | 0.37 | 0.37 |
| Delay/Veh: | 31.9 | 25.5 | 25.5 | 47.1 | 33.5 | 33.5 | 37.7 | 26.7 | 30.2 | 46.1 | 30.8 | 30.8 |
| 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: | 31.9 | 25.5 | 25.5 | 47.1 | 33.5 | 33.5 | 37.7 | 26.7 | 30.2 | 46.1 | 30.8 | 30.8 |
| LOS by Move: | C | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 10 | 10 | 4 | 5 | 5 | 3 | 5 | 8 | 4 | 5 | 5 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.900 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 172 | 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 | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 | 1 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 30 | 397 | 564 | 189 | 565 | 63 | 20 | 155 | 60 | 531 | 170 | 138 |
| 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: | 30 | 397 | 564 | 189 | 565 | 63 | 20 | 155 | 60 | 531 | 170 | 138 |
| 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: | 30 | 397 | 564 | 189 | 565 | 63 | 20 | 155 | 60 | 531 | 170 | 138 |
| 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: | 30 | 397 | 564 | 189 | 565 | 63 | 20 | 155 | 60 | 531 | 170 | 138 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 397 | 564 | 189 | 565 | 63 | 20 | 155 | 60 | 531 | 170 | 138 |
| 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 |
| FinalVolume: | 30 | 397 | 564 | 189 | 565 | 63 | 20 | 155 | 60 | 584 | 170 | 138 |
| 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 | 1.80 | 0.20 | 1.00 | 1.44 | 0.56 | 1.55 | 0.45 | 1.00 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 2474 | 276 | 1375 | 1983 | 767 | 2130 | 620 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.14 | 0.41 | 0.14 | 0.23 | 0.23 | 0.01 | 0.08 | 0.08 | 0.27 | 0.27 | 0.10 |
| Crit Volume: | | | 564 | 189 | | | | | 108 | | 377 | |
| Crit Moves: | | | **** | **** | | | | | **** | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.655 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 50 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 0 | 1 0 | 1 | 1 0 | 0 1 | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 35 | 15 | 32 | 546 | 31 | 205 | 259 | 919 | 16 | 27 | 559 | 526 |
| 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: | 35 | 15 | 32 | 546 | 31 | 205 | 259 | 919 | 16 | 27 | 559 | 526 |
| 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: | 35 | 15 | 32 | 546 | 31 | 205 | 259 | 919 | 16 | 27 | 559 | 526 |
| 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: | 35 | 15 | 32 | 546 | 31 | 205 | 259 | 919 | 16 | 27 | 559 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 15 | 32 | 546 | 31 | 205 | 259 | 919 | 16 | 27 | 559 | 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 |
| FinalVolume: | 35 | 15 | 32 | 601 | 31 | 205 | 259 | 919 | 16 | 27 | 559 | 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 | 0.32 | 0.68 | 1.90 | 0.10 | 1.00 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1375 | 439 | 936 | 2615 | 135 | 1375 | 1375 | 2703 | 47 | 1375 | 2750 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.03 | 0.23 | 0.23 | 0.15 | 0.19 | 0.34 | 0.34 | 0.02 | 0.20 | 0.00 |
| Crit Volume: | | | 47 | 316 | | | 259 | | | | 280 | |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.717 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 24.1 |
| Optimal Cycle: | 44 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 40 | 8 | 170 | 0 | 1083 | 406 | 477 | 473 | 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 | 40 | 8 | 170 | 0 | 1083 | 406 | 477 | 473 | 0 |
| 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 | 0 | 0 | 40 | 8 | 170 | 0 | 1083 | 406 | 477 | 473 | 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 | 40 | 8 | 170 | 0 | 1083 | 406 | 477 | 473 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 40 | 8 | 170 | 0 | 1083 | 406 | 477 | 473 | 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 |
| FinalVolume: | 0 | 0 | 0 | 40 | 8 | 170 | 0 | 1083 | 406 | 477 | 473 | 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 | 0.86 | 0.86 | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.04 | 0.96 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1615 | 73 | 1555 | 0 | 3610 | 1615 | 1805 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.11 | 0.11 | 0.00 | 0.30 | 0.25 | 0.26 | 0.13 | 0.00 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 | 0.00 | 0.42 | 0.42 | 0.37 | 0.79 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.16 | 0.72 | 0.72 | 0.00 | 0.72 | 0.60 | 0.72 | 0.17 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 37.1 | 49.9 | 49.9 | 0.0 | 25.8 | 24.1 | 30.8 | 2.6 | 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 | 37.1 | 49.9 | 49.9 | 0.0 | 25.8 | 24.1 | 30.8 | 2.6 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | C | C | C | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 7 | 7 | 0 | 14 | 9 | 12 | 2 | 0 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.722 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 21.5 |
| Optimal Cycle: | 45 | 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 | | | Protected | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1! 0 | 1 | 0 0 | 0 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 309 | 2 | 364 | 0 | 0 | 0 | 287 | 1464 | 0 | 0 | 1048 | 65 |
| 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: | 309 | 2 | 364 | 0 | 0 | 0 | 287 | 1464 | 0 | 0 | 1048 | 65 |
| 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: | 309 | 2 | 364 | 0 | 0 | 0 | 287 | 1464 | 0 | 0 | 1048 | 65 |
| 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: | 309 | 2 | 364 | 0 | 0 | 0 | 287 | 1464 | 0 | 0 | 1048 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 309 | 2 | 364 | 0 | 0 | 0 | 287 | 1464 | 0 | 0 | 1048 | 65 |
| 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 |
| FinalVolume: | 309 | 2 | 364 | 0 | 0 | 0 | 287 | 1464 | 0 | 0 | 1048 | 65 |
| 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: | 1.45 | 0.01 | 1.54 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.88 | 0.12 |
| Final Sat.: | 2368 | 10 | 2500 | 0 | 0 | 0 | 1805 | 3610 | 0 | 0 | 3369 | 209 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.21 | 0.15 | 0.00 | 0.00 | 0.00 | 0.16 | 0.41 | 0.00 | 0.00 | 0.31 | 0.31 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.22 | 0.65 | 0.00 | 0.00 | 0.43 | 0.43 |
| Volume/Cap: | 0.45 | 0.72 | 0.50 | 0.00 | 0.00 | 0.00 | 0.72 | 0.62 | 0.00 | 0.00 | 0.72 | 0.72 |
| Delay/Veh: | 29.3 | 34.8 | 29.9 | 0.0 | 0.0 | 0.0 | 42.5 | 10.7 | 0.0 | 0.0 | 25.2 | 25.2 |
| 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: | 29.3 | 34.8 | 29.9 | 0.0 | 0.0 | 0.0 | 42.5 | 10.7 | 0.0 | 0.0 | 25.2 | 25.2 |
| LOS by Move: | C | C | C | A | A | A | D | B | A | A | C | C |
| HCM2kAvgQ: | 6 | 11 | 6 | 0 | 0 | 0 | 8 | 13 | 0 | 0 | 16 | 16 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - 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): | 0.591 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 42 | 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 | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 46 | 120 | 103 | 29 | 10 | 82 | 105 | 601 | 37 | 47 | 525 | 72 |
| 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: | 46 | 120 | 103 | 29 | 10 | 82 | 105 | 601 | 37 | 47 | 525 | 72 |
| 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: | 46 | 120 | 103 | 29 | 10 | 82 | 105 | 601 | 37 | 47 | 525 | 72 |
| 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: | 46 | 120 | 103 | 29 | 10 | 82 | 105 | 601 | 37 | 47 | 525 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 120 | 103 | 29 | 10 | 82 | 105 | 601 | 37 | 47 | 525 | 72 |
| 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 |
| FinalVolume: | 46 | 120 | 103 | 29 | 10 | 82 | 105 | 601 | 37 | 47 | 525 | 72 |
| 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 | 1.08 | 0.92 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 0.06 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1425 | 1534 | 1316 | 1425 | 1425 | 1425 | 1425 | 1342 | 83 | 1425 | 1253 | 172 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.08 | 0.08 | 0.02 | 0.01 | 0.06 | 0.07 | 0.45 | 0.45 | 0.03 | 0.42 | 0.42 |
| Crit Volume: | | | 112 | 29 | | | 105 | | | | 597 | |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[ 10.9]

| 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: | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 234 | | 0 | | 0 | 207 | | 42 | | | | 67 | | 0 | | 59 | | 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: | 38 | 234 | | 0 | | 0 | 207 | | 42 | | | | 67 | | 0 | | 59 | | 0 | | 0 | | 0 | |
| 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: | 38 | 234 | | 0 | | 0 | 207 | | 42 | | | | 67 | | 0 | | 59 | | 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: | 38 | 234 | | 0 | | 0 | 207 | | 42 | | | | 67 | | 0 | | 59 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 38 | 234 | | 0 | | 0 | 207 | | 42 | | | | 67 | | 0 | | 59 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 6.8 | | 6.5 | | 6.9 | | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 3.5 | | 4.0 | | 3.3 | | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 249 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 421 | | 538 | | 125 | | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 1328 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 566 | | 453 | | 909 | | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 1328 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 554 | | 440 | | 909 | | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | 0.12 | | 0.00 | | 0.06 | | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 0.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| Control Del: | 7.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 12.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| LOS by Move: | A | * | | * | | * | | | | | | | B | * | | * | | * | | | | | | |
| Movement: | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | xxxx | xxxx | 909 | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | 0.2 | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | 9.2 | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | * | | * | | * | | | | | | | * | * | A | * | | * | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | | | | | | | 10.9 | | | xxxxxx | | | | | | | | |
| ApproachLOS: | * | | | * | | | | | | | | | B | | | * | | | | | | | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.788 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 34.4 |
| Optimal Cycle: | 63 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 166 | 742 | 305 | 83 | 944 | 181 | 164 | 397 | 183 | 294 | 315 | 43 |
| 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: | 166 | 742 | 305 | 83 | 944 | 181 | 164 | 397 | 183 | 294 | 315 | 43 |
| 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: | 166 | 742 | 305 | 83 | 944 | 181 | 164 | 397 | 183 | 294 | 315 | 43 |
| 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: | 166 | 742 | 305 | 83 | 944 | 181 | 164 | 397 | 183 | 294 | 315 | 43 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 742 | 305 | 83 | 944 | 181 | 164 | 397 | 183 | 294 | 315 | 43 |
| 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 |
| FinalVolume: | 166 | 742 | 305 | 83 | 944 | 181 | 164 | 397 | 183 | 294 | 315 | 43 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| 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.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.21 | 0.19 | 0.05 | 0.26 | 0.11 | 0.09 | 0.21 | 0.11 | 0.16 | 0.17 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.12 | 0.37 | 0.37 | 0.08 | 0.33 | 0.33 | 0.17 | 0.27 | 0.27 | 0.21 | 0.30 | 0.30 |
| Volume/Cap: | 0.79 | 0.56 | 0.52 | 0.56 | 0.79 | 0.34 | 0.54 | 0.79 | 0.43 | 0.79 | 0.54 | 0.09 |
| Delay/Veh: | 60.8 | 25.8 | 25.5 | 49.0 | 33.8 | 25.5 | 40.2 | 42.3 | 31.1 | 48.3 | 30.1 | 24.9 |
| 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: | 60.8 | 25.8 | 25.5 | 49.0 | 33.8 | 25.5 | 40.2 | 42.3 | 31.1 | 48.3 | 30.1 | 24.9 |
| LOS by Move: | E | C | C | D | C | C | D | D | C | D | C | C |
| HCM2kAvgQ: | 5 | 9 | 7 | 3 | 16 | 4 | 5 | 13 | 5 | 11 | 8 | 1 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.655 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 22.2 |
| Optimal Cycle: | 43 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 2 1 | 0 | 1 0 | 2 1 | 0 | 0 0 | 0 1 | 0 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1067 | 237 | 291 | 1057 | 1 | 0 | 1 | 36 | 260 | 0 | 255 |
| 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 | 1067 | 237 | 291 | 1057 | 1 | 0 | 1 | 36 | 260 | 0 | 255 |
| 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 | 1067 | 237 | 291 | 1057 | 1 | 0 | 1 | 36 | 260 | 0 | 255 |
| 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 | 1067 | 237 | 291 | 1057 | 1 | 0 | 1 | 36 | 260 | 0 | 255 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1067 | 237 | 291 | 1057 | 1 | 0 | 1 | 36 | 260 | 0 | 255 |
| 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 |
| FinalVolume: | 0 | 1067 | 237 | 291 | 1057 | 1 | 0 | 1 | 36 | 260 | 0 | 255 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.91 | 0.91 | 1.00 | 0.87 | 0.87 | 0.75 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.45 | 0.55 | 1.00 | 2.99 | 0.01 | 0.00 | 0.03 | 0.97 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 4130 | 917 | 1805 | 5182 | 5 | 0 | 45 | 1606 | 1417 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.26 | 0.16 | 0.20 | 0.20 | 0.00 | 0.02 | 0.02 | 0.18 | 0.00 | 0.16 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.40 | 0.40 | 0.25 | 0.64 | 0.64 | 0.00 | 0.28 | 0.28 | 0.28 | 0.00 | 0.28 |
| Volume/Cap: | 0.00 | 0.65 | 0.65 | 0.65 | 0.32 | 0.32 | 0.00 | 0.08 | 0.08 | 0.67 | 0.00 | 0.57 |
| Delay/Veh: | 0.0 | 25.3 | 25.3 | 37.2 | 8.0 | 8.0 | 0.0 | 26.9 | 26.9 | 36.4 | 0.0 | 33.0 |
| 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 | 25.3 | 25.3 | 37.2 | 8.0 | 8.0 | 0.0 | 26.9 | 26.9 | 36.4 | 0.0 | 33.0 |
| LOS by Move: | A | C | C | D | A | A | A | C | C | D | A | C |
| HCM2kAvgQ: | 0 | 12 | 12 | 8 | 5 | 5 | 0 | 1 | 1 | 8 | 0 | 7 |

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

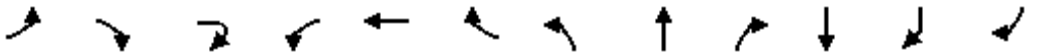
Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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): | 0.607 |
| Loss Time (sec): | 8 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 220 | 1008 | 124 | 74 | 921 | 95 | 137 | 37 | 229 | 150 | 26 | 44 |
| 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: | 220 | 1008 | 124 | 74 | 921 | 95 | 137 | 37 | 229 | 150 | 26 | 44 |
| 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: | 220 | 1008 | 124 | 74 | 921 | 95 | 137 | 37 | 229 | 150 | 26 | 44 |
| 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: | 220 | 1008 | 124 | 74 | 921 | 95 | 137 | 37 | 229 | 150 | 26 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 220 | 1008 | 124 | 74 | 921 | 95 | 137 | 37 | 229 | 150 | 26 | 44 |
| 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 |
| FinalVolume: | 220 | 1008 | 124 | 74 | 921 | 95 | 137 | 37 | 252 | 150 | 26 | 44 |
| 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 | 2.67 | 0.33 | 1.00 | 2.72 | 0.28 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1375 | 3673 | 452 | 1375 | 3739 | 386 | 1375 | 1375 | 2750 | 1375 | 1375 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.27 | 0.27 | 0.05 | 0.25 | 0.25 | 0.10 | 0.03 | 0.09 | 0.11 | 0.02 | 0.03 |
| Crit Volume: | 220 | | | | | 339 | | | 126 | 150 | | |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | |



| Movement | EBL | EBR | EBR2 | WBL2 | WBT | WBR | NBL | NBT | NBR | SBT | SBR | SBR2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 81 | 181 | 65 | 426 | 24 | 149 | 129 | 919 | 162 | 179 | 1049 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | | 1.00 | 0.89 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | | 3433 | 1577 | 1504 | 1770 | 5085 | 1583 | 3539 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | | 3433 | 1577 | 1504 | 1770 | 5085 | 1583 | 3539 | 1863 | 1583 |
| Peak-hour factor, PHF | 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) | 81 | 181 | 65 | 426 | 24 | 149 | 129 | 919 | 162 | 179 | 1049 | 57 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 56 | 14 | 0 | 0 | 0 | 0 | 0 | 8 |
| Lane Group Flow (vph) | 81 | 235 | 0 | 426 | 32 | 71 | 129 | 919 | 162 | 179 | 1049 | 49 |
| Turn Type | Prot | custom | | Prot | | custom | Prot | | Free | | Prot | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Permitted Phases | | 5 7 | | | | 2 | | | Free | | | 6 |
| Actuated Green, G (s) | 8.8 | 31.0 | | 16.0 | 15.4 | 101.4 | 10.0 | 86.0 | 122.2 | 72.0 | 72.0 | 72.0 |
| Effective Green, g (s) | 8.8 | 31.0 | | 16.0 | 15.4 | 101.4 | 10.0 | 86.0 | 122.2 | 72.0 | 72.0 | 72.0 |
| Actuated g/C Ratio | 0.07 | 0.25 | | 0.13 | 0.13 | 0.83 | 0.08 | 0.70 | 1.00 | 0.59 | 0.59 | 0.59 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 127 | 402 | | 449 | 199 | 1297 | 145 | 3579 | 1583 | 2085 | 1098 | 933 |
| v/s Ratio Prot | 0.05 | c0.04 | | c0.12 | 0.02 | 0.01 | c0.07 | 0.18 | | 0.05 | c0.56 | |
| v/s Ratio Perm | | 0.11 | | | | 0.04 | | | 0.10 | | | 0.03 |
| v/c Ratio | 0.64 | 0.58 | | 0.95 | 0.16 | 0.05 | 0.89 | 0.26 | 0.10 | 0.09 | 0.96 | 0.05 |
| Uniform Delay, d1 | 55.1 | 40.0 | | 52.7 | 47.6 | 1.9 | 55.6 | 6.5 | 0.0 | 10.9 | 23.6 | 10.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 10.1 | 2.2 | | 29.5 | 0.4 | 0.0 | 43.2 | 0.2 | 0.1 | 0.1 | 18.3 | 0.1 |
| Delay (s) | 65.2 | 42.1 | | 82.2 | 48.0 | 1.9 | 98.8 | 6.7 | 0.1 | 10.9 | 41.9 | 10.7 |
| Level of Service | E | D | | F | D | A | F | A | A | B | D | B |
| Approach Delay (s) | | | | | 65.7 | | | 15.7 | | 36.2 | | |
| Approach LOS | | | | | E | | | B | | D | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 35.2 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 122.2 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 86.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL2 | EBT | EBR | WBL | WBR | WBR2 | NBT | NBR | NBR2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 455 | 0 | 163 | 0 | 0 | 0 | 755 | 408 | 0 | 0 | 476 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | 4.0 | | | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | | 1.00 | | | | 0.91 | 1.00 | | | 0.95 | 1.00 |
| Frt | 1.00 | | 0.85 | | | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | | 1.00 | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | | 1583 | | | | 5085 | 1863 | | | 3539 | 1583 |
| Flt Permitted | 0.95 | | 1.00 | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | | 1583 | | | | 5085 | 1863 | | | 3539 | 1583 |
| Peak-hour factor, PHF | 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) | 455 | 0 | 163 | 0 | 0 | 0 | 755 | 408 | 0 | 0 | 476 | 40 |
| RTOR Reduction (vph) | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 455 | 0 | 32 | 0 | 0 | 0 | 755 | 408 | 0 | 0 | 476 | 40 |
| Turn Type | Split | | Perm | custom | custom | Free | | Prot | Perm | Prot | | Free |
| Protected Phases | 4 | 4 | | | | | 2 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | 7 | 7 | Free | | | 2 | | | Free |
| Actuated Green, G (s) | 17.5 | | 17.5 | | | | 64.5 | 64.5 | | | 64.5 | 90.0 |
| Effective Green, g (s) | 17.5 | | 17.5 | | | | 64.5 | 64.5 | | | 64.5 | 90.0 |
| Actuated g/C Ratio | 0.19 | | 0.19 | | | | 0.72 | 0.72 | | | 0.72 | 1.00 |
| Clearance Time (s) | 4.0 | | 4.0 | | | | 4.0 | 4.0 | | | 4.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | | | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | 668 | | 308 | | | | 3644 | 1335 | | | 2536 | 1583 |
| v/s Ratio Prot | c0.13 | | | | | | 0.15 | c0.22 | | | 0.13 | |
| v/s Ratio Perm | | | 0.02 | | | | | | | | | 0.03 |
| v/c Ratio | 0.68 | | 0.10 | | | | 0.21 | 0.31 | | | 0.19 | 0.03 |
| Uniform Delay, d1 | 33.7 | | 29.8 | | | | 4.2 | 4.6 | | | 4.2 | 0.0 |
| Progression Factor | 1.00 | | 1.00 | | | | 0.58 | 0.54 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.9 | | 0.1 | | | | 0.1 | 0.6 | | | 0.2 | 0.0 |
| Delay (s) | 36.5 | | 29.9 | | | | 2.6 | 3.1 | | | 4.3 | 0.0 |
| Level of Service | D | | C | | | | A | A | | | A | A |
| Approach Delay (s) | | 34.8 | | | | | 2.8 | | | | 4.0 | |
| Approach LOS | | C | | | | | A | | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 35.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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): | 0.295 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 24 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 2 1 | 0 | 1 0 | 3 0 | 0 | 0 0 | 0 0 | 0 0 | 2 0 | 0 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1106 | 22 | 19 | 843 | 0 | 0 | 0 | 0 | 45 | 0 | 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: | 0 | 1106 | 22 | 19 | 843 | 0 | 0 | 0 | 0 | 45 | 0 | 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: | 0 | 1106 | 22 | 19 | 843 | 0 | 0 | 0 | 0 | 45 | 0 | 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: | 0 | 1106 | 22 | 19 | 843 | 0 | 0 | 0 | 0 | 45 | 0 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1106 | 22 | 19 | 843 | 0 | 0 | 0 | 0 | 45 | 0 | 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: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.10 |
| FinalVolume: | 0 | 1106 | 22 | 19 | 843 | 0 | 0 | 0 | 0 | 50 | 0 | 7 |
| 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 | 2.94 | 0.06 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 4192 | 83 | 1425 | 4275 | 0 | 0 | 0 | 0 | 2850 | 0 | 2850 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.26 | 0.01 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| Crit Volume: | | 376 | | | 19 | | | 0 | | | 25 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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): | 1.006 |
| Loss Time (sec): | 8 | 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 489 | 820 | 128 | 77 | 778 | 93 | 81 | 315 | 517 | 118 | 278 | 75 |
| 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: | 489 | 820 | 128 | 77 | 778 | 93 | 81 | 315 | 517 | 118 | 278 | 75 |
| 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: | 489 | 820 | 128 | 77 | 778 | 93 | 81 | 315 | 517 | 118 | 278 | 75 |
| 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: | 489 | 820 | 128 | 77 | 778 | 93 | 81 | 315 | 517 | 118 | 278 | 75 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 489 | 820 | 128 | 77 | 778 | 93 | 81 | 315 | 517 | 118 | 278 | 75 |
| 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 |
| FinalVolume: | 489 | 820 | 128 | 77 | 778 | 93 | 81 | 315 | 517 | 118 | 278 | 75 |
| 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 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1375 | 2750 | 1375 | 1375 | 4125 | 1375 | 1375 | 2750 | 1375 | 1375 | 1083 | 292 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.30 | 0.09 | 0.06 | 0.19 | 0.07 | 0.06 | 0.11 | 0.38 | 0.09 | 0.26 | 0.26 |
| Crit Volume: | 489 | | | | 259 | | | | 517 | 118 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.910 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 36.6 |
| Optimal Cycle: | 106 | 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 | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 18 | 450 | 222 | 377 | 402 | 21 | 11 | 12 | 20 | 150 | 12 | 365 |
| 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: | 18 | 450 | 222 | 377 | 402 | 21 | 11 | 12 | 20 | 150 | 12 | 365 |
| 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: | 18 | 450 | 222 | 377 | 402 | 21 | 11 | 12 | 20 | 150 | 12 | 365 |
| 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: | 18 | 450 | 222 | 377 | 402 | 21 | 11 | 12 | 20 | 150 | 12 | 365 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 450 | 222 | 377 | 402 | 21 | 11 | 12 | 20 | 150 | 12 | 365 |
| 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 |
| FinalVolume: | 18 | 450 | 222 | 377 | 402 | 21 | 11 | 12 | 20 | 150 | 12 | 365 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.95 | 0.86 | 0.86 |
| Lanes: | 1.00 | 0.67 | 0.33 | 1.00 | 0.95 | 0.05 | 0.26 | 0.28 | 0.46 | 1.00 | 0.03 | 0.97 |
| Final Sat.: | 1805 | 1210 | 597 | 1805 | 1793 | 94 | 450 | 490 | 817 | 1805 | 52 | 1573 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.37 | 0.37 | 0.21 | 0.22 | 0.22 | 0.02 | 0.02 | 0.02 | 0.08 | 0.23 | 0.23 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.03 | 0.41 | 0.41 | 0.23 | 0.61 | 0.61 | 0.03 | 0.03 | 0.03 | 0.25 | 0.25 | 0.48 |
| Volume/Cap: | 0.37 | 0.91 | 0.91 | 0.91 | 0.37 | 0.37 | 0.91 | 0.91 | 0.91 | 0.33 | 0.91 | 0.48 |
| Delay/Veh: | 52.4 | 43.2 | 43.2 | 61.3 | 10.0 | 10.0 | 145.7 | 146 | 145.7 | 30.7 | 59.9 | 17.8 |
| 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: | 52.4 | 43.2 | 43.2 | 61.3 | 10.0 | 10.0 | 145.7 | 146 | 145.7 | 30.7 | 59.9 | 17.8 |
| LOS by Move: | D | D | D | E | A | A | F | F | F | C | E | B |
| HCM2kAvgQ: | 1 | 23 | 23 | 15 | 6 | 6 | 3 | 3 | 3 | 4 | 15 | 8 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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): | 0.405 |
| Loss Time (sec): | 8 | Average Delay (sec/veh): | 21.7 |
| Optimal Cycle: | 27 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 309 | 457 | 135 | 46 | 183 | 359 | 89 | 56 | 94 | 71 | 65 | 60 |
| 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: | 309 | 457 | 135 | 46 | 183 | 359 | 89 | 56 | 94 | 71 | 65 | 60 |
| 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: | 309 | 457 | 135 | 46 | 183 | 359 | 89 | 56 | 94 | 71 | 65 | 60 |
| 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: | 309 | 457 | 135 | 46 | 183 | 0 | 89 | 56 | 94 | 71 | 65 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 309 | 457 | 135 | 46 | 183 | 0 | 89 | 56 | 94 | 71 | 65 | 60 |
| 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 |
| FinalVolume: | 309 | 457 | 135 | 46 | 183 | 0 | 89 | 56 | 94 | 71 | 65 | 60 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 1.00 | 0.73 | 0.73 | 0.85 | 0.56 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.54 | 0.46 | 1.00 | 1.00 | 1.00 | 0.61 | 0.39 | 1.00 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 1805 | 2692 | 795 | 1805 | 1900 | 1900 | 848 | 533 | 1615 | 1068 | 917 | 846 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.03 | 0.10 | 0.00 | 0.10 | 0.10 | 0.06 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green/Cycle: | 0.42 | 0.57 | 0.57 | 0.09 | 0.24 | 0.00 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.40 | 0.30 | 0.30 | 0.30 | 0.40 | 0.00 | 0.40 | 0.40 | 0.22 | 0.26 | 0.27 | 0.27 |
| Delay/Veh: | 20.4 | 11.0 | 11.0 | 43.9 | 32.7 | 0.0 | 31.4 | 31.4 | 29.4 | 29.9 | 29.9 | 29.9 |
| 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: | 20.4 | 11.0 | 11.0 | 43.9 | 32.7 | 0.0 | 31.4 | 31.4 | 29.4 | 29.9 | 29.9 | 29.9 |
| LOS by Move: | C | B | B | D | C | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 7 | 5 | 5 | 2 | 5 | 0 | 4 | 4 | 2 | 2 | 3 | 3 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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): 9.4 Worst Case Level Of Service: D[ 32.0]

| 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 0 | 0 | 0 | 1 0 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 599 | 258 | 112 | 240 | 0 | 0 | 0 | 0 | 153 | 0 | 300 |
| 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 | 599 | 258 | 112 | 240 | 0 | 0 | 0 | 0 | 153 | 0 | 300 |
| 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 | 599 | 258 | 112 | 240 | 0 | 0 | 0 | 0 | 153 | 0 | 300 |
| 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 | 599 | 258 | 112 | 240 | 0 | 0 | 0 | 0 | 153 | 0 | 300 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 599 | 258 | 112 | 240 | 0 | 0 | 0 | 0 | 153 | 0 | 300 |
| 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: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 857 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1063 | xxxx | 599 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 792 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 249 | xxxx | 505 |
| Move Cap.: | xxxx | xxxx | xxxxx | 792 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 220 | xxxx | 505 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.69 | xxxx | 0.59 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.5 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 4.5 | xxxx | 3.8 |
| Control Del: | xxxxx | xxxx | xxxxx | 10.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 51.7 | xxxx | 22.0 |
| LOS by Move: | * | * | * | B | * | * | * | * | * | F | * | C |
| Movement: | 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: | xxxxx | xxxx | xxxxx | 0.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 10.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | B | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 32.0 | | |
| ApproachLOS: | * | | | * | | | * | | | D | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[ 14.9]

| 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 0 | 1 0 | | 0 1 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 0 | 138 | 0 | 0 | 0 | 0 | 421 | 51 | 85 | 183 | 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: | 32 | 0 | 138 | 0 | 0 | 0 | 0 | 421 | 51 | 85 | 183 | 0 |
| 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: | 32 | 0 | 138 | 0 | 0 | 0 | 0 | 421 | 51 | 85 | 183 | 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: | 32 | 0 | 138 | 0 | 0 | 0 | 0 | 421 | 51 | 85 | 183 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 32 | 0 | 138 | 0 | 0 | 0 | 0 | 421 | 51 | 85 | 183 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 800 | 800 | 447 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 472 | xxxx | xxxxx |
| Potent Cap.: | 357 | 321 | 616 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1100 | xxxx | xxxxx |
| Move Cap.: | 335 | 295 | 616 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1100 | xxxx | xxxxx |
| Volume/Cap: | 0.10 | 0.00 | 0.22 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.5 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | 532 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 1.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 14.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.5 | xxxx | xxxxx |
| Shared LOS: | * | B | * | * | * | * | * | * | * | A | * | * |
| ApproachDel: | | 14.9 | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | | B | | * | | | * | | | * | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.503 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | 12.2 |
| Optimal Cycle: | 0 | 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: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| 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 0 | 0 1 | 0 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 201 | 48 | 0 | 0 | 43 | 184 | 201 | 0 | 346 | 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: | 201 | 48 | 0 | 0 | 43 | 184 | 201 | 0 | 346 | 0 | 0 | 0 |
| 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: | 201 | 48 | 0 | 0 | 43 | 184 | 201 | 0 | 346 | 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: | 201 | 48 | 0 | 0 | 43 | 184 | 201 | 0 | 346 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 48 | 0 | 0 | 43 | 184 | 201 | 0 | 346 | 0 | 0 | 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 |
| FinalVolume: | 201 | 48 | 0 | 0 | 43 | 184 | 201 | 0 | 346 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| 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 | 0.00 | 0.00 | 0.19 | 0.81 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 523 | 560 | 0 | 0 | 120 | 513 | 560 | 0 | 688 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.38 | 0.09 | xxxx | xxxx | 0.36 | 0.36 | 0.36 | xxxx | 0.50 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | | **** | | | **** | | | |
| Delay/Veh: | 13.2 | 9.4 | 0.0 | 0.0 | 11.3 | 11.3 | 12.3 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| Delay 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 |
| AdjDel/Veh: | 13.2 | 9.4 | 0.0 | 0.0 | 11.3 | 11.3 | 12.3 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | A | * | * | B | B | B | * | B | * | * | * |
| ApproachDel: | 12.5 | | | 11.3 | | | 12.5 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | xxxxx | | |
| ApprAdjDel: | 12.5 | | | 11.3 | | | 12.5 | | | xxxxxx | | |
| LOS by Appr: | B | | | B | | | B | | | * | | |
| AllWayAvgQ: | 0.6 | 0.1 | 0.0 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.468 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 20.3 |
| 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 | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 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: | 7 | 690 | 42 | 193 | 526 | 3 | 68 | 74 | 29 | 21 | 12 | 121 |
| 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: | 7 | 690 | 42 | 193 | 526 | 3 | 68 | 74 | 29 | 21 | 12 | 121 |
| 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: | 7 | 690 | 42 | 193 | 526 | 3 | 68 | 74 | 29 | 21 | 12 | 121 |
| 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: | 7 | 690 | 42 | 193 | 526 | 3 | 68 | 74 | 29 | 21 | 12 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 690 | 42 | 193 | 526 | 3 | 68 | 74 | 29 | 21 | 12 | 121 |
| 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 |
| FinalVolume: | 7 | 690 | 42 | 193 | 526 | 3 | 68 | 74 | 29 | 21 | 12 | 121 |
| 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 | 0.95 | 0.95 | 0.79 | 0.79 | 0.79 | 0.85 | 0.85 | 0.85 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.99 | 0.01 | 0.40 | 0.43 | 0.17 | 0.14 | 0.08 | 0.78 |
| Final Sat.: | 1805 | 3372 | 205 | 1805 | 3586 | 20 | 596 | 649 | 254 | 220 | 126 | 1269 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | 0.11 | 0.15 | 0.15 | 0.11 | 0.11 | 0.11 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.02 | 0.44 | 0.44 | 0.23 | 0.65 | 0.65 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 |
| Volume/Cap: | 0.23 | 0.47 | 0.47 | 0.47 | 0.23 | 0.23 | 0.47 | 0.47 | 0.47 | 0.39 | 0.39 | 0.39 |
| Delay/Veh: | 52.2 | 20.1 | 20.1 | 34.2 | 7.3 | 7.3 | 33.2 | 33.2 | 33.2 | 32.2 | 32.2 | 32.2 |
| 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: | 52.2 | 20.1 | 20.1 | 34.2 | 7.3 | 7.3 | 33.2 | 33.2 | 33.2 | 32.2 | 32.2 | 32.2 |
| LOS by Move: | D | C | C | C | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 0 | 8 | 8 | 5 | 3 | 3 | 5 | 5 | 5 | 4 | 4 | 4 |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[ 30.5]

| 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 | 1 | 0 | | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 876 | | 35 | | | 215 | 919 | | 0 | | | 0 | | 0 | | 0 | | 29 | | 0 | | 151 | |
| 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 | 876 | | 35 | | | 215 | 919 | | 0 | | | 0 | | 0 | | 0 | | 29 | | 0 | | 151 | |
| 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 | 876 | | 35 | | | 215 | 919 | | 0 | | | 0 | | 0 | | 0 | | 29 | | 0 | | 151 | |
| 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 | 876 | | 35 | | | 215 | 919 | | 0 | | | 0 | | 0 | | 0 | | 29 | | 0 | | 151 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 0 | 876 | | 35 | | | 215 | 919 | | 0 | | | 0 | | 0 | | 0 | | 29 | | 0 | | 151 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | | xxxxx | | | 4.1 | xxxx | | xxxxx | | | xxxxx | | xxxx | | xxxxx | | 6.8 | xxxx | | | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | | xxxxx | | | 2.2 | xxxx | | xxxxx | | | xxxxx | | xxxx | | xxxxx | | 3.5 | xxxx | | | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | | xxxxx | | | 911 | xxxx | | xxxxx | | | xxxx | | xxxx | | xxxxx | | 1783 | xxxx | | | 456 | |
| Potent Cap.: | xxxx | xxxx | | xxxxx | | | 756 | xxxx | | xxxxx | | | xxxx | | xxxx | | xxxxx | | 75 | xxxx | | | 557 | |
| Move Cap.: | xxxx | xxxx | | xxxxx | | | 756 | xxxx | | xxxxx | | | xxxx | | xxxx | | xxxxx | | 58 | xxxx | | | 557 | |
| Volume/Cap: | xxxx | xxxx | | xxxx | | | 0.28 | xxxx | | xxxx | | | xxxx | | xxxx | | xxxx | | 0.50 | xxxx | | | 0.27 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | | | 1.2 | xxxx | | xxxxx | | | xxxx | | xxxx | | xxxxx | | 1.9 | xxxx | | | 1.1 | |
| Control Del: | xxxxx | xxxx | | xxxxx | | | 11.6 | xxxx | | xxxxx | | | xxxxx | | xxxx | | xxxxx | | 117.0 | xxxx | | | 13.8 | |
| LOS by Move: | * | * | | * | | | B | * | | * | | | * | | * | | * | | F | * | | | B | |
| Movement: | 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: | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | |
| Shared LOS: | * | * | | * | | | * | * | | * | | | * | * | | * | | | * | * | | * | | |
| ApproachDel: | xxxxxx | | | | | | xxxxxx | | | | | | xxxxxx | | | | | | 30.5 | | | | | |
| ApproachLOS: | * | | | | | | * | | | | | | * | | | | | | D | | | | | |

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

Rocklin Crossings
2030 No Project without Dominguez Road Condition - Saturday

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

Intersection #21 Taylor Road/King Road

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.399 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 28.1 |
| Optimal Cycle: | 29 | 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 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 183 | 385 | 226 | 63 | 299 | 73 | 61 | 105 | 171 | 89 | 66 | 53 |
| 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 | 385 | 226 | 63 | 299 | 73 | 61 | 105 | 171 | 89 | 66 | 53 |
| 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: | 183 | 385 | 226 | 63 | 299 | 73 | 61 | 105 | 171 | 89 | 66 | 53 |
| 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: | 183 | 385 | 226 | 63 | 299 | 73 | 61 | 105 | 171 | 89 | 66 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 183 | 385 | 226 | 63 | 299 | 73 | 61 | 105 | 171 | 89 | 66 | 53 |
| 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 |
| FinalVolume: | 183 | 385 | 226 | 63 | 299 | 73 | 61 | 105 | 171 | 89 | 66 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.26 | 0.74 | 1.00 | 1.61 | 0.39 | 1.00 | 1.00 | 1.00 | 1.00 | 0.55 | 0.45 |
| Final Sat.: | 1805 | 2150 | 1262 | 1805 | 2817 | 688 | 1805 | 1900 | 1615 | 1805 | 983 | 790 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.18 | 0.18 | 0.03 | 0.11 | 0.11 | 0.03 | 0.06 | 0.11 | 0.05 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.25 | 0.44 | 0.44 | 0.08 | 0.27 | 0.27 | 0.13 | 0.27 | 0.27 | 0.12 | 0.26 | 0.26 |
| Volume/Cap: | 0.40 | 0.41 | 0.41 | 0.41 | 0.40 | 0.40 | 0.26 | 0.21 | 0.40 | 0.40 | 0.26 | 0.26 |
| Delay/Veh: | 31.5 | 19.6 | 19.6 | 45.2 | 30.4 | 30.4 | 39.7 | 28.7 | 30.8 | 41.6 | 29.7 | 29.7 |
| 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: | 31.5 | 19.6 | 19.6 | 45.2 | 30.4 | 30.4 | 39.7 | 28.7 | 30.8 | 41.6 | 29.7 | 29.7 |
| LOS by Move: | C | B | B | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 7 | 7 | 2 | 5 | 5 | 2 | 3 | 5 | 3 | 3 | 3 |

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