

Rocklin Commons  
Existing Conditions - AM Peak Hour

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

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Intersection #1 Rocklin Road/Pacific Street  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.881  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 144 Level Of Service: D  
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Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 25 289 496 183 404 19 22 153 43 370 71 99  
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: 25 289 496 183 404 19 22 153 43 370 71 99  
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: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84  
PHF Volume: 30 344 591 218 482 23 26 182 51 441 85 118  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 344 591 218 482 23 26 182 51 441 85 118  
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  
Final Vol.: 30 344 591 218 482 23 26 182 51 485 85 118

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 1.91 0.09 1.00 1.56 0.44 1.70 0.30 1.00  
Final Sat.: 1375 2750 1375 1375 2626 124 1375 2147 603 2342 408 1375

Capacity Analysis Module:  
Vol/Sat: 0.02 0.13 0.43 0.16 0.18 0.18 0.02 0.08 0.08 0.21 0.21 0.09  
Crit Vol: 591 218 117 285  
Crit Moves: \*\*\*\* \*\*

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Rocklin Commons  
Existing Conditions - AM Peak Hour

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

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Intersection #2 Rocklin Road/Granite Road  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A  
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Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 17 12 11 304 7 104 128 713 12 6 528 567  
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 12 11 304 7 104 128 713 12 6 528 567  
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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 19 13 12 333 8 114 140 781 13 7 578 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 19 13 12 333 8 114 140 781 13 7 578 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 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 19 13 12 366 8 114 140 781 13 7 578 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.52 0.48 1.96 0.04 1.00 1.00 1.97 0.03 1.00 2.00 1.00  
Final Sat.: 1375 717 658 2694 56 1375 1375 2704 46 1375 2750 1375

Capacity Analysis Module:  
Vol/Sat: 0.01 0.02 0.02 0.14 0.14 0.08 0.10 0.29 0.29 0.00 0.21 0.00  
Crit Vol: 25 187 140 289  
Crit Moves: \*\*\*\* \*\*

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Rocklin Commons  
Existing Conditions - AM Peak Hour

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

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Intersection #3 Rocklin Road/I-80 Westbound Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.694  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8  
Optimal Cycle: 41 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	157	2	244	0	620	412	339	862	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	157	2	244	0	620	412	339	862	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	172	2	268	0	680	452	372	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	2	268	0	680	452	372	945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	172	2	268	0	680	452	372	945	0

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

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.11	0.17	0.17	0.00	0.19	0.28	0.21	0.26	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.40	0.40	0.30	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.69	0.69	0.00	0.47	0.69	0.69	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	33.1	40.0	40.0	0.0	22.2	28.0	35.1	6.2	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	33.1	40.0	40.0	0.0	22.2	28.0	35.1	6.2	0.0
LOS by Move:	A	A	A	C	D	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	5	9	9	0	8	12	11	6	0

Note: Queue reported is the number of cars per lane.  
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Rocklin Commons  
Existing Conditions - AM Peak Hour

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

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Intersection #4 Rocklin Road/I-80 Eastbound Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.866  
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0  
Optimal Cycle: 77 Level Of Service: C  
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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	1	0	2	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	570	2	735	0	0	0	208	569	0	0	631	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:	570	2	735	0	0	0	208	569	0	0	631	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	656	2	846	0	0	0	239	655	0	0	726	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	2	846	0	0	0	239	655	0	0	726	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	656	2	846	0	0	0	239	655	0	0	726	54

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.43	0.01	1.56	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	2336	5	2541	0	0	0	1805	3610	0	0	3326	248

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.28	0.46	0.33	0.00	0.00	0.00	0.13	0.18	0.00	0.00	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.53	0.53	0.53	0.00	0.00	0.00	0.15	0.41	0.00	0.00	0.25	0.25
Volume/Cap:	0.53	0.87	0.62	0.00	0.00	0.00	0.87	0.45	0.00	0.00	0.87	0.87
Delay/Veh:	15.2	25.0	16.7	0.0	0.0	0.0	65.0	21.8	0.0	0.0	44.6	44.6
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:	15.2	25.0	16.7	0.0	0.0	0.0	65.0	21.8	0.0	0.0	44.6	44.6
LOS by Move:	B	C	B	A	A	A	E	C	A	A	D	D
HCM2kAvgQ:	9	23	12	0	0	0	10	8	0	0	15	15

Note: Queue reported is the number of cars per lane.  
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Rocklin Commons Existing Conditions - AM Peak Hour

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

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Intersection #5 Dominguez Road/Pacific Street

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.408

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

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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 Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1

Volume Module:

Base Vol: 23 68 59 23 16 50 71 318 36 66 292 61 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 23 68 59 23 16 50 71 318 36 66 292 61 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 PHF Volume: 25 74 64 25 17 54 77 346 39 72 318 66 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 25 74 64 25 17 54 77 346 39 72 318 66 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol.: 25 74 64 25 17 54 77 346 39 72 318 66

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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: 0.25 0.75 1.00 0.59 0.41 1.00 1.00 0.90 0.10 1.00 1.00 1.00 Final Sat.: 360 1065 1425 840 585 1425 1425 1280 145 1425 1425 1425

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Capacity Analysis Module:

Vol/Sat: 0.07 0.07 0.05 0.03 0.03 0.04 0.05 0.27 0.05 0.22 0.05 Crit Vol: 99 25 386 72 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Rocklin Commons Existing Conditions - AM Peak Hour

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

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Intersection #6 Dominguez Road/Granite Drive

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Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[ 11.7]

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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 0 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 86 90 0 0 255 47 36 0 70 0 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 86 90 0 0 255 47 36 0 70 0 0 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 PHF Volume: 94 99 0 0 279 51 39 0 77 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Final Vol.: 94 99 0 0 279 51 39 0 77 0 0 0 0

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Critical Gap Module:

Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

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Capacity Module:

Cnflct Vol: 331 xxxxx xxxxx xxxxx xxxxx 543 xxxxx 165 xxxxx xxxxx xxxxx Potent Cap.: 1240 xxxxx xxxxx xxxxx xxxxx 475 xxxxx 856 xxxxx xxxxx xxxxx Move Cap.: 1240 xxxxx xxxxx xxxxx xxxxx 447 xxxxx 856 xxxxx xxxxx xxxxx Volume/Cap: 0.08 xxxxx xxxxx xxxxx xxxxx 0.09 xxxxx 0.09 xxxxx xxxxx xxxxx

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Level Of Service Module:

2Way95thQ: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx Control Del: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx LOS by Move: A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 653 xxxxx xxxxx xxxxx xxxxx SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx xxxxx Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* ApproachDel: xxxxxx xxxxxx 11.7 xxxxxx ApproachLOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

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

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Rocklin Commons Existing Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

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

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

Saturation Flow Module table with 12 columns for Sat/Lane and Adjustment, and 10 rows of data.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves, and 10 rows of data.

Rocklin Commons Existing Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: A

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

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

Saturation Flow Module table with 12 columns for Sat/Lane and Adjustment, and 10 rows of data.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves, and 10 rows of data.

Rocklin Commons  
Existing Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.625  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: B

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

Volume Module:

Base Vol:	152	368	74	103	476	63	61	25	34	126	30	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	368	74	103	476	63	61	25	34	126	30	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	168	406	82	114	525	69	67	28	37	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	406	82	114	525	69	67	28	37	139	33	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	168	406	82	114	525	69	67	28	41	139	33	45

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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.12	0.30	0.06	0.08	0.38	0.05	0.05	0.02	0.01	0.10	0.02	0.03
Crit Vol:	168			525			28			139		
Crit Moves:	****			****			****			****		

Rocklin Commons  
Existing Conditions - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.722  
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0  
 Optimal Cycle: 51 Level Of Service: C

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

Volume Module:

Base Vol:	0	460	35	206	458	0	0	0	0	375	0	211
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	460	35	206	458	0	0	0	0	375	0	211
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	522	40	234	520	0	0	0	0	426	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	40	234	520	0	0	0	0	426	0	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	522	40	234	520	0	0	0	0	426	0	240

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	0.93	0.07	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	1746	133	1805	1900	0	0	1900	0	1809	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.13	0.27	0.00	0.00	0.00	0.00	0.24	0.00	0.15
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.41	0.41	0.18	0.59	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.72	0.72	0.72	0.46	0.00	0.00	0.00	0.00	0.72	0.00	0.45
Delay/Veh:	0.0	27.8	27.8	46.4	11.7	0.0	0.0	0.0	0.0	34.1	0.0	27.3
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:	0.0	27.8	27.8	46.4	11.7	0.0	0.0	0.0	0.0	34.1	0.0	27.3
LOS by Move:	A	C	C	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	15	8	9	0	0	0	0	13	0	6

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

Rocklin Commons  
Existing Conditions - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.851  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0  
 Optimal Cycle: 72 Level Of Service: C

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

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

Volume Module:  
 Base Vol: 270 289 0 0 711 122 206 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: 270 289 0 0 711 122 206 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89  
 PHF Volume: 304 325 0 0 800 137 232 0 129 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 304 325 0 0 800 137 232 0 129 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  
 Final Vol.: 304 325 0 0 800 137 232 0 129 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 1.00 0.98 0.98 0.95 1.00 0.85 1.00 1.00 1.00  
 Lanes: 1.00 1.00 0.00 0.00 0.85 0.15 1.00 0.00 1.00 0.00 0.00 0.00  
 Final Sat.: 1805 1900 0 0 1589 273 1805 0 1615 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.17 0.00 0.00 0.50 0.50 0.13 0.00 0.08 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.79 0.00 0.00 0.59 0.59 0.15 0.00 0.15 0.00 0.00 0.00  
 Volume/Cap: 0.85 0.22 0.00 0.00 0.85 0.85 0.85 0.00 0.53 0.00 0.00 0.00  
 Delay/Veh: 56.1 2.8 0.0 0.0 23.3 23.3 63.1 0.0 41.4 0.0 0.0 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: 56.1 2.8 0.0 0.0 23.3 23.3 63.1 0.0 41.4 0.0 0.0 0.0  
 LOS by Move: E A C A C C E A D A A A  
 HCM2kAvgQ: 12 3 0 0 26 26 10 0 4 0 0 0

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

Rocklin Commons  
Existing Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.194  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

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

Volume Module:  
 Base Vol: 0 598 0 0 831 0 0 0 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 598 0 0 831 0 0 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 629 0 0 875 0 0 0 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 629 0 0 875 0 0 0 0 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 1.10 1.00 1.10  
 Final Vol.: 0 629 0 0 875 0 0 0 0 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 4500 0 1500 4500 0 0 0 0 3000 0 3000

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.00 0.00 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Crit Vol: 0 292 0 0 0  
 Crit Moves: \*\*\*\*

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Rocklin Commons Existing Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

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

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

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

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

Rocklin Commons Existing Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

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

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

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





Rocklin Commons Existing Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[ 16.1]

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

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

Volume Module: Base Vol: 133 0 155 0 0 0 0 0 79 124 105 110 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 1.00 Initial Bse: 133 0 155 0 0 0 0 0 79 124 105 110 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 1.00 PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 PHF Volume: 149 0 174 0 0 0 0 0 89 139 118 123 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Final Vol.: 149 0 174 0 0 0 0 0 89 139 118 123 0

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

Capacity Module: Cnflct Vol: 517 xxxxx 158 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 228 xxxxx xxxxxx Potent Cap.: 522 xxxxx 892 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1352 xxxxx xxxxxx Move Cap.: 484 xxxxx 892 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1352 xxxxx xxxxxx Volume/Cap: 0.31 xxxxx 0.19 xxxxx xxxxx xxxxx xxxxx xxxxx 0.09 xxxxx xxxxxx

Level Of Service Module: 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxxx Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxxx LOS by Move: \* \* \* \* \* \* \* \* \* \* A \* \* \* Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxxx 643 xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx SharedQueue: xxxxx 2.8 xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxxx Shrd ConDel: xxxxxx 16.1 xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxxx Shared LOS: \* C \* \* \* \* \* \* \* \* \* \* A \* \* \* ApproachDel: 16.1 \* \* \* \* \* \* \* \* \* \* xxxxxxxx ApproachLOS: C \* \* \* \* \* \* \* \* \* \* xxxxxxxx

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

Rocklin Commons Existing Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: C[ 15.6]

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 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0

Volume Module: Base Vol: 240 55 0 0 72 98 83 0 87 0 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 240 55 0 0 72 98 83 0 87 0 0 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 PHF Volume: 280 64 0 0 84 114 97 0 101 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Final Vol.: 280 64 0 0 84 114 97 0 101 0 0 0 0

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

Capacity Module: Cnflct Vol: 198 xxxxx xxxxxx xxxxx xxxxx xxxxx 765 xxxxx 141 xxxxx xxxxx xxxxxx Potent Cap.: 1386 xxxxx xxxxxx xxxxx xxxxx xxxxx 374 xxxxx 912 xxxxx xxxxx xxxxxx Move Cap.: 1386 xxxxx xxxxxx xxxxx xxxxx xxxxx 305 xxxxx 912 xxxxx xxxxx xxxxxx Volume/Cap: 0.20 xxxxx xxxxx xxxxx xxxxx xxxxx 0.32 xxxxx 0.11 xxxxx xxxxx xxxxxx

Level Of Service Module: 2Way95thQ: 0.8 xxxxx xxxxxx xxxxx xxxxx xxxxx 1.3 xxxxx 0.4 xxxxx xxxxx xxxxxx Control Del: 8.3 xxxxx xxxxxx xxxxxx xxxxx xxxxx 22.2 xxxxx 9.4 xxxxxx xxxxx xxxxxx LOS by Move: A \* \* \* \* \* \* \* \* \* \* C \* \* \* A \* \* \* Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx SharedQueue: 0.8 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx Shrd ConDel: 8.3 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx Shared LOS: A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* ApproachDel: xxxxxxxx xxxxxxxx 15.6 xxxxxxxx ApproachLOS: \* \* \* \* \* \* \* \* \* \* C \* \* \* \* \* \* \* \* \* \*

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

Rocklin Commons  
Existing Conditions - AM Peak Hour

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

\*\*\*\*\*  
Intersection #19 Sierra College Boulevard/King Road  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	2 190 18	100 425 17	3 16 4	41 11 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:	2 190 18	100 425 17	3 16 4	41 11 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:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	2 209 20	110 469 19	3 18 4	45 12 72
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 209 20	110 469 19	3 18 4	45 12 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
Final Vol.:	2 209 20	110 469 19	3 18 4	45 12 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 0.91 0.09	1.00 0.96 0.04	0.13 0.70 0.17	0.35 0.09 0.56
Final Sat.:	1425 1302 123	1425 1370 55	186 991 248	499 134 792

Capacity Analysis Module:

Vol/Sat:	0.00 0.16 0.16	0.08 0.34 0.34	0.02 0.02 0.02	0.09 0.09 0.09
Crit Vol:	2	487 3		129
Crit Moves:	***	***	***	***

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Rocklin Commons  
Existing Conditions - AM Peak Hour

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

\*\*\*\*\*  
Intersection #20 Sierra College Boulevard/English Colony Way  
\*\*\*\*\*

Average Delay (sec/veh): 1.1 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:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	0 257 1	71 518	0 0 0	4 0 37
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 257 1	71 518	0 0 0	4 0 37
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	0 272 1	75 548	0 0 0	4 0 39
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	0 272 1	75 548	0 0 0	4 0 39

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxxx	273 xxxx xxxxx	xxxx xxxx xxxxx	971 xxxx	272
Potent Cap.:	xxxx xxxx xxxxx	1302 xxxx xxxxx	xxxx xxxx xxxxx	283 xxxx	771
Move Cap.:	xxxx xxxx xxxxx	1302 xxxx xxxxx	xxxx xxxx xxxxx	270 xxxx	771
Volume/Cap:	xxxx xxxx xxxx	0.06 xxxx xxxx	xxxx xxxx xxxx	0.02 xxxx	0.05

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	0.2 xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxxx xxxx xxxxx	7.9 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
LOS by Move:	* * *	A * *	* * *	* * *
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 653 xxxxx
SharedQueue:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx 0.2 xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx 10.9 xxxxx
Shared LOS:	* * *	* * *	* * *	* B *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.9
ApproachLOS:	*	*	*	B

Note: Queue reported is the number of cars per lane.  
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Rocklin Commons  
Existing Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 95 Level Of Service: C

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

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

Volume Module:  
Base Vol: 229 376 67 60 323 0 211 96 242 103 102 119  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 229 376 67 60 323 0 211 96 242 103 102 119  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83  
PHF Volume: 276 452 81 72 389 0 254 116 291 124 123 143  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 276 452 81 72 389 0 254 116 291 124 123 143  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 276 452 81 72 389 0 254 116 291 124 123 143

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 1.00 1.00 1.00 2.00 0.00 1.00 1.00 1.00 1.00 0.46 0.54  
Final Sat.: 1375 1375 1375 1375 2750 0 1375 1375 1375 1375 635 740

Capacity Analysis Module:  
Vol/Sat: 0.20 0.33 0.06 0.05 0.14 0.00 0.18 0.08 0.21 0.09 0.19 0.19  
Crit Vol: 452 72 254 266  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

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

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

Volume Module:
Base Vol: 41 443 509 122 514 21 34 113 23 595 148 221
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: 41 443 509 122 514 21 34 113 23 595 148 221
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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 44 471 541 130 546 22 36 120 24 632 157 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 471 541 130 546 22 36 120 24 632 157 235
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 44 471 541 130 546 22 36 120 24 696 157 235

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.92 0.08 1.00 1.66 0.34 1.63 0.37 1.00
Final Sat.: 1375 2750 1375 1375 2642 108 1375 2285 465 2243 507 1375

Capacity Analysis Module:
Vol/Sat: 0.03 0.17 0.39 0.09 0.21 0.21 0.03 0.05 0.05 0.31 0.31 0.17
Crit Vol: 541 130 72 426
Crit Moves: \*\*\*\* \*\*

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 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 Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 1 0 0 1 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 23 14 35 489 16 357 233 676 23 40 745 586
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 14 35 489 16 357 233 676 23 40 745 586
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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.00
PHF Volume: 25 15 37 522 17 381 249 721 25 43 795 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 37 522 17 381 249 721 25 43 795 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 25 15 37 574 17 381 249 721 25 43 795 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.29 0.71 1.94 0.06 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 1375 393 982 2671 79 1375 1375 2660 90 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.04 0.04 0.21 0.21 0.28 0.18 0.27 0.27 0.03 0.29 0.00
Crit Vol: 52 381 249 398
Crit Moves: \*\*\*\* \*\*

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 52 Level Of Service: C

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

Volume Module table with 10 columns and 10 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 59 Level Of Service: C

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

Volume Module table with 10 columns and 10 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 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
Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 25 19 46 38 46 129 27 401 20 28 460 18
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: 25 19 46 38 46 129 27 401 20 28 460 18
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 26 20 48 39 48 133 28 415 21 29 476 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 20 48 39 48 133 28 415 21 29 476 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 26 20 48 39 48 133 28 415 21 29 476 19

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.57 0.43 1.00 0.45 0.55 1.00 1.00 0.95 0.05 1.00 1.00 1.00
Final Sat.: 810 615 1425 645 780 1425 1425 1357 68 1425 1425 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.06 0.06 0.09 0.02 0.31 0.31 0.02 0.33 0.01
Crit Vol: 26 133 28 476
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[ 11.9]

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 0 0 1! 0 0 0 0 0 0 0

Volume Module:
Base Vol: 30 293 0 0 197 24 60 0 63 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: 30 293 0 0 197 24 60 0 63 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 34 334 0 0 224 27 68 0 72 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 34 334 0 0 224 27 68 0 72 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 252 xxxxx xxxxx xxxxx xxxxx 473 xxxxx 126 xxxxx xxxxx xxxxx
Potent Cap.: 1325 xxxxx xxxxx xxxxx xxxxx 525 xxxxx 907 xxxxx xxxxx xxxxx
Move Cap.: 1325 xxxxx xxxxx xxxxx xxxxx 515 xxxxx 907 xxxxx xxxxx xxxxx
Volume/Cap: 0.03 xxxxx xxxxx xxxxx xxxxx 0.13 xxxxx 0.08 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 661 xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.9 xxxxx xxxxx xxxxx xxxxx
Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx 11.9 xxxxxx
ApproachLOS: \* \* \* \* \*

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

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

\*\*\*\*\*  
Intersection #7 Sierra College Boulevard/Taylor Road  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.873  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 136 Level Of Service: D  
\*\*\*\*\*

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

Volume Module:

Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
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:	120	551	253	26	341	109	152	305	97	207	266	36
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	132	607	279	29	376	120	168	336	107	228	293	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	607	279	29	376	120	168	336	107	228	293	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	607	279	29	376	120	168	336	107	228	293	40

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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.44	0.20	0.02	0.27	0.09	0.12	0.24	0.08	0.17	0.21	0.03
Crit Vol:	607			29			336			228		
Crit Moves:	****			****			****			****		

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

\*\*\*\*\*  
Intersection #8 Sierra College Boulevard/Brace Road  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.604  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:

Base Vol:	0	567	99	84	514	0	0	0	0	87	75	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	567	99	84	514	0	0	0	0	87	75	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	601	105	89	544	0	0	0	0	92	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	601	105	89	544	0	0	0	0	92	79	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	601	105	89	544	0	0	0	0	92	79	0

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.42	0.07	0.06	0.38	0.00	0.00	0.00	0.06	0.06	0.00	0.07
Crit Vol:	601			89					92	79		
Crit Moves:	****			****					****	****		

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive
Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

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

Volume Module table with 12 columns representing traffic volumes for different movements and approaches.

Saturation Flow Module table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns representing capacity, critical volume, and critical moves.

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 49 Level Of Service: C

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

Volume Module table with 12 columns representing traffic volumes for different movements and approaches.

Saturation Flow Module table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns representing capacity, critical volume, and critical moves.

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



Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 92 Level Of Service: C

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

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

Volume Module:
Base Vol: 334 387 0 0 672 224 211 0 31 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: 334 387 0 0 672 224 211 0 31 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 371 430 0 0 747 249 234 0 34 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 371 430 0 0 747 249 234 0 34 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
Final Vol.: 371 430 0 0 747 249 234 0 34 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
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 0.75 0.25 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1900 1900 0 0 1425 475 1900 0 1900 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.23 0.00 0.00 0.52 0.52 0.12 0.00 0.02 0.00 0.00 0.00
Crit Moves: \*\*\*\*
Green/Cycle: 0.22 0.80 0.00 0.00 0.58 0.58 0.14 0.00 0.14 0.00 0.00 0.00
Volume/Cap: 0.90 0.28 0.00 0.00 0.90 0.90 0.90 0.00 0.13 0.00 0.00 0.00
Delay/Veh: 59.5 2.6 0.0 0.0 27.8 27.8 72.6 0.0 38.1 0.0 0.0 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: 59.5 2.6 0.0 0.0 27.8 27.8 72.6 0.0 38.1 0.0 0.0 0.0
LOS by Move: E A A C C E A D A A A
HCM2kAvgQ: 15 3 0 0 30 30 10 0 1 0 0 0

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

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road
Cycle (sec): 100 Critical Vol./Cap. (X): 0.188
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 805 0 0 691 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 805 0 0 691 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 847 0 0 727 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 847 0 0 727 0 0 0 0 0 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 1.10 1.00 1.10
Final Vol.: 0 847 0 0 727 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 4500 0 1500 4500 0 0 0 0 3000 0 3000

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.00 0.00 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 282 0 0
Crit Moves: \*\*\*\*

\*\*\*\*\*

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.792  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 83 Level Of Service: C

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

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

Volume Module:  
Base Vol: 298 604 52 67 505 78 171 235 404 30 139 30  
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: 298 604 52 67 505 78 171 235 404 30 139 30  
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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 317 643 55 71 537 83 182 250 430 32 148 32  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 317 643 55 71 537 83 182 250 430 32 148 32  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 317 643 55 71 537 83 182 250 430 32 148 32

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.84 0.16 1.00 1.73 0.27 1.00 2.00 1.00 1.00 0.82 0.18  
Final Sat.: 1375 2532 218 1375 2382 368 1375 2750 1375 1375 1131 244

Capacity Analysis Module:  
Vol/Sat: 0.23 0.25 0.25 0.05 0.23 0.23 0.13 0.09 0.31 0.02 0.13 0.13  
Crit Vol: 317 310 430 32  
Crit Moves: \*\*\*\*

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road  
Cycle (sec): 100 Critical Vol./Cap.(X): 1.098  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F

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

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

Volume Module:  
Base Vol: 8 476 104 409 409 10 7 12 8 77 13 572  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 8 476 104 409 409 10 7 12 8 77 13 572  
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 8 500 109 430 430 11 7 13 8 81 14 601  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 8 500 109 430 430 11 7 13 8 81 14 601  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 8 500 109 430 430 11 7 13 8 81 14 601

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 0.82 0.18 1.00 0.98 0.02 0.26 0.44 0.30 0.86 0.14 1.00  
Final Sat.: 1500 1231 269 1500 1464 36 389 667 444 1283 217 1500

Capacity Analysis Module:  
Vol/Sat: 0.01 0.41 0.41 0.29 0.29 0.29 0.02 0.02 0.02 0.06 0.06 0.40  
Crit Vol: 317 609 430 7 601  
Crit Moves: \*\*\*\*

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

\*\*\*\*\*  
Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.285  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9  
Optimal Cycle: 23 Level Of Service: C  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 88 373 177 48 202 387 75 46 67 140 50 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: 88 373 177 48 202 387 75 46 67 140 50 72  
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: 0.96 0.96 0.96 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96  
PHF Volume: 92 389 185 50 211 0 78 48 70 146 52 75  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 92 389 185 50 211 0 78 48 70 146 52 75  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 92 389 185 50 211 0 78 48 70 146 52 75

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.95 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.36 0.64 1.00 1.00 1.00 0.62 0.38 1.00 1.00 0.41 0.59  
Final Sat.: 1900 2448 1162 1900 1900 1900 1178 722 1900 1900 779 1121

Capacity Analysis Module:  
Vol/Sat: 0.05 0.16 0.16 0.03 0.11 0.00 0.07 0.07 0.04 0.08 0.07 0.07  
Crit Moves: \*\*\*\*

Green/Cycle: 0.20 0.56 0.56 0.09 0.45 0.00 0.27 0.27 0.27 0.27 0.27 0.27  
Volume/Cap: 0.25 0.29 0.29 0.29 0.25 0.00 0.25 0.25 0.14 0.29 0.25 0.25  
Delay/Veh: 34.2 11.7 11.7 43.2 17.0 0.0 28.8 28.8 27.8 29.2 28.8 28.8  
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: 34.2 11.7 11.7 43.2 17.0 0.0 28.8 28.8 27.8 29.2 28.8 28.8  
LOS by Move: C B B D B A C C C C C C  
HCM2kAvgQ: 2 5 5 2 4 0 3 3 2 4 3 3

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

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: C[ 18.3]  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 1	0 1 0 0 0	0 0 0 0 0	1 0 0 0 1

Volume Module:  
Base Vol: 0 273 61 157 242 0 0 0 0 114 0 398  
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: 0 273 61 157 242 0 0 0 0 114 0 398  
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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 0 291 65 167 258 0 0 0 0 122 0 424  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 291 65 167 258 0 0 0 0 122 0 424

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

Capacity Module:  
Cnflct Vol: xxxx xxxx xxxxx 356 xxxx xxxxx xxxx xxxx xxxxx 884 xxxx 291  
Potent Cap.: xxxx xxxx xxxxx 1214 xxxx xxxxx xxxx xxxx xxxxx 319 xxxx 753  
Move Cap.: xxxx xxxx xxxxx 1214 xxxx xxxxx xxxx xxxx xxxxx 281 xxxx 753  
Volume/Cap: xxxx xxxx xxxxx 0.14 xxxx xxxxx xxxx xxxx xxxxx 0.43 xxxx 0.56

Level Of Service Module:  
2Way95thQ: xxxx xxxx xxxxx 0.5 xxxx xxxxx xxxx xxxx xxxxx 2.1 xxxx 3.6  
Control Del:xxxxx xxxx xxxxx 8.4 xxxx xxxxx xxxxx xxxx xxxxx 27.2 xxxx 15.8  
LOS by Move: \* \* \* A \* \* \* \* \* D \* \* 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 8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  
Shared LOS: \* \* \* A \* \* \* \* \* \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx xxxxxx 18.3 \*  
ApproachLOS: \* \* \* \* \* C

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



Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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

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

Volume Module:
Base Vol: 2 487 39 63 298 3 21 14 4 15 4 88
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: 2 487 39 63 298 3 21 14 4 15 4 88
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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 2 508 41 66 311 3 22 15 4 16 4 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 508 41 66 311 3 22 15 4 16 4 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 2 508 41 66 311 3 22 15 4 16 4 92

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.93 0.07 1.00 0.99 0.01 0.54 0.36 0.10 0.14 0.04 0.82
Final Sat.: 1425 1319 106 1425 1411 14 767 512 146 200 53 1172

Capacity Analysis Module:
Vol/Sat: 0.00 0.39 0.39 0.05 0.22 0.22 0.03 0.03 0.03 0.08 0.08 0.08
Crit Vol: 549 66 22 112
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Rocklin Commons Existing Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[ 13.4]

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

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

Volume Module:
Base Vol: 0 559 4 47 314 0 0 0 0 3 0 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: 0 559 4 47 314 0 0 0 0 3 0 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 0 584 4 49 328 0 0 0 0 3 0 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 584 4 49 328 0 0 0 0 3 0 60

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 588 xxxx xxxxx xxxx xxxx xxxxx 1013 xxxx 586
Potent Cap.: xxxx xxxx xxxxx 997 xxxx xxxxx xxxx xxxx xxxxx 267 xxxx 514
Move Cap.: xxxx xxxx xxxxx 997 xxxx xxxxx xxxx xxxx xxxxx 257 xxxx 514
Volume/Cap: xxxx xxxx xxxx 0.05 xxxx xxxx xxxx xxxx xxxx 0.01 xxxx 0.12

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: \* \* \* A \* \* \* \* \* \* \* \* \*
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 489 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 13.4 xxxxx
Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx xxxxxx 13.4
ApproachLOS: \* \* \* B

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

Rocklin Commons  
Existing Conditions - PM Peak Hour

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

\*\*\*\*\*  
Intersection #21 Taylor Road/King Road  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.722  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 82 Level Of Service: C  
\*\*\*\*\*

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

Volume Module:

Base Vol:	362	282	114	28	239	0	67	91	317	95	83	32
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:	362	282	114	28	239	0	67	91	317	95	83	32
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	402	313	127	31	266	0	74	101	352	106	92	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	313	127	31	266	0	74	101	352	106	92	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	313	127	31	266	0	74	101	352	106	92	36

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	1.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1375	1375	1375	1375	2750	0	1375	1375	1375	1375	992	383

Capacity Analysis Module:

Vol/Sat:	0.29	0.23	0.09	0.02	0.10	0.00	0.05	0.07	0.26	0.08	0.09	0.09
Crit Vol:	402			133			352	106				
Crit Moves:	****			****			****	****				

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #1 Rocklin Road/Pacific Street  
\*\*\*\*\*

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

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

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

Volume Module:  
Base Vol: 15 276 397 110 304 16 22 56 22 304 48 114  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 15 276 397 110 304 16 22 56 22 304 48 114  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99  
PHF Volume: 15 280 403 112 308 16 22 57 22 308 49 116  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 280 403 112 308 16 22 57 22 308 49 116  
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 1.10 1.00 1.00  
Final Vol.: 15 280 403 112 308 16 22 57 22 339 49 116

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 1.90 0.10 1.00 1.44 0.56 1.75 0.25 1.00  
Final Sat.: 1375 2750 1375 1375 2612 138 1375 1974 776 2405 345 1375

Capacity Analysis Module:  
Vol/Sat: 0.01 0.10 0.29 0.08 0.12 0.12 0.02 0.03 0.03 0.14 0.14 0.08  
Crit Vol: 403 112 40 194  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #2 Rocklin Road/Granite Road  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: A  
\*\*\*\*\*

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

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

Volume Module:  
Base Vol: 32 16 29 448 22 129 212 378 11 35 380 295  
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 16 29 448 22 129 212 378 11 35 380 295  
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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.00  
PHF Volume: 34 17 31 475 23 137 225 400 12 37 403 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 34 17 31 475 23 137 225 400 12 37 403 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
Final Vol.: 34 17 31 522 23 137 225 400 12 37 403 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.36 0.64 1.91 0.09 1.00 1.00 1.94 0.06 1.00 2.00 1.00  
Final Sat.: 1375 489 886 2632 118 1375 1375 2672 78 1375 2750 1375

Capacity Analysis Module:  
Vol/Sat: 0.02 0.03 0.03 0.20 0.20 0.10 0.16 0.15 0.15 0.03 0.15 0.00  
Crit Vol: 48 273 225 201  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.546  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2  
 Optimal Cycle: 30 Level Of Service: C

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	301	1	357	0	645	72	145	379	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	301	1	357	0	645	72	145	379	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	321	1	381	0	688	77	155	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	1	381	0	688	77	155	404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	321	1	381	0	688	77	155	404	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	5	1610	0	3610	1615	1805	3610	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.20	0.24	0.24	0.00	0.19	0.05	0.09	0.11	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.35	0.35	0.16	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.55	0.55	0.00	0.55	0.14	0.55	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	21.9	21.9	0.0	26.7	22.3	41.1	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.5	21.9	21.9	0.0	26.7	22.3	41.1	13.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	9	9	0	9	2	5	4	0

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

Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.439  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5  
 Optimal Cycle: 24 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	1	0	2	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	26	0	114	0	0	0	203	757	0	0	498	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	114	0	0	0	203	757	0	0	498	261
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	29	0	126	0	0	0	225	838	0	0	551	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	126	0	0	0	225	838	0	0	551	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	126	0	0	0	225	838	0	0	551	289

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.90	0.90
Lanes:	1.19	0.00	1.81	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.31	0.69
Final Sat.:	1960	0	2999	0	0	0	1805	3610	0	0	2245	1177

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.12	0.23	0.00	0.00	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.28	0.84	0.00	0.00	0.56	0.56
Volume/Cap:	0.15	0.00	0.44	0.00	0.00	0.00	0.44	0.28	0.00	0.00	0.44	0.44
Delay/Veh:	41.5	0.0	43.5	0.0	0.0	0.0	29.9	1.6	0.0	0.0	13.0	13.0
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:	41.5	0.0	43.5	0.0	0.0	0.0	29.9	1.6	0.0	0.0	13.0	13.0
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	1	0	3	0	0	0	6	3	0	0	8	8

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



Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 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
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 0 1 0	1 0 1 0 1

Volume Module:

Base Vol:	5 9 7	5 10 20	13 286 8	15 245 5
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:	5 9 7	5 10 20	13 286 8	15 245 5
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:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92
PHF Volume:	5 10 8	5 11 22	14 312 9	16 267 5
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 10 8	5 11 22	14 312 9	16 267 5
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	5 10 8	5 11 22	14 312 9	16 267 5

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:	0.36 0.64 1.00	0.33 0.67 1.00	1.00 0.97 0.03	1.00 1.00 1.00
Final Sat.:	509 916 1425	475 950 1425	1425 1386 39	1425 1425 1425

Capacity Analysis Module:

Vol/Sat:	0.01 0.01 0.01	0.01 0.01 0.02	0.01 0.22 0.22	0.01 0.19 0.00
Crit Vol:	5	22	320 16	
Crit Moves:	****	****	**** ****	

Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[ 9.9]

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	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	8 164 0	0 243 10	9 0 19	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:	8 164 0	0 243 10	9 0 19	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:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	9 181 0	0 268 11	10 0 21	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	9 181 0	0 268 11	10 0 21	0 0 0

Critical Gap Module:

Critical Gp:	4.1 xxxxx xxxxx xxxxx xxxxx	6.8 xxxxx	6.9 xxxxx xxxxx xxxxx
FollowUpTim:	2.2 xxxxx xxxxx xxxxx xxxxx	3.5 xxxxx	3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	279 xxxxx xxxxx xxxxx xxxxx	382 xxxxx	140 xxxxx xxxxx xxxxx
Potent Cap.:	1295 xxxxx xxxxx xxxxx xxxxx	599 xxxxx	889 xxxxx xxxxx xxxxx
Move Cap.:	1295 xxxxx xxxxx xxxxx xxxxx	595 xxxxx	889 xxxxx xxxxx xxxxx
Volume/Cap:	0.01 xxxxx xxxxx xxxxx xxxxx	0.02 xxxxx	0.02 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ:	0.0 xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
Control Del:	7.8 xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
LOS by Move:	A * * * * *	* * * * *	* * * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx xxxxx xxxxx	xxxx 768 xxxxx	xxxx xxxxx xxxxx
SharedQueue:	xxxx xxxxx xxxxx xxxxx xxxxx	0.1 xxxxx	xxxx xxxxx xxxxx
Shrd ConDel:	xxxx xxxxx xxxxx xxxxx xxxxx	9.9 xxxxx	xxxx xxxxx xxxxx
Shared LOS:	* * * * *	A * * * *	* * * * *
ApproachDel:	xxxxxx	xxxxxx	9.9 xxxxxx
ApproachLOS:	*	*	A

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

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #7 Sierra College Boulevard/Taylor Road  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.508  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	28	324	69	29	267	60	25	220	28	83	202	24
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:	28	324	69	29	267	60	25	220	28	83	202	24
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	30	345	73	31	284	64	27	234	30	88	215	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	345	73	31	284	64	27	234	30	88	215	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	1.00	1.00	1.00	1.00
Final Vol.:	30	345	73	31	284	64	27	234	30	88	215	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.25	0.05	0.02	0.21	0.05	0.02	0.17	0.02	0.06	0.16	0.02
Crit Vol:	345		31			234			88			
Crit Moves:	****		****			****			****			

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #8 Sierra College Boulevard/Brace Road  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.341  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	0	383	11	31	374	0	0	0	14	43	0	35
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	383	11	31	374	0	0	0	14	43	0	35
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	396	11	32	386	0	0	0	14	44	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	11	32	386	0	0	0	14	44	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	396	11	32	386	0	0	0	14	44	0	36

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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.01	0.02	0.27	0.00	0.00	0.00	0.01	0.03	0.00	0.03
Crit Vol:	396		32			14			44			
Crit Moves:	****		****			****			****	****		

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #9 Sierra College Boulevard/Granite Drive  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.461  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 146 298 94 56 278 98 107 19 78 119 18 25  
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: 146 298 94 56 278 98 107 19 78 119 18 25  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
PHF Volume: 158 322 102 61 301 106 116 21 84 129 19 27  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 158 322 102 61 301 106 116 21 84 129 19 27  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00  
Final Vol.: 158 322 102 61 301 106 116 21 93 129 19 27

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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00  
Final Sat.: 1375 1375 1375 1375 1375 1375 1375 1375 2750 1375 1375 1375

Capacity Analysis Module:  
Vol/Sat: 0.11 0.23 0.07 0.04 0.22 0.08 0.08 0.01 0.03 0.09 0.01 0.02  
Crit Vol: 158 301 46 129  
Crit Moves: \*\*\*\*

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3  
Optimal Cycle: 35 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:  
Base Vol: 0 489 69 113 323 0 0 0 0 162 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: 0 489 69 113 323 0 0 0 0 162 0 28  
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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88  
PHF Volume: 0 557 79 129 368 0 0 0 0 185 0 32  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 557 79 129 368 0 0 0 0 185 0 32  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 557 79 129 368 0 0 0 0 185 0 32

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.98 0.98 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.85  
Lanes: 1.00 0.88 0.12 1.00 1.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00  
Final Sat.: 1900 1633 230 1805 1900 0 0 1900 0 1809 0 1615

Capacity Analysis Module:  
Vol/Sat: 0.00 0.34 0.34 0.07 0.19 0.00 0.00 0.00 0.00 0.10 0.00 0.02  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.61 0.61 0.13 0.74 0.00 0.00 0.00 0.00 0.18 0.00 0.18  
Volume/Cap: 0.00 0.56 0.56 0.56 0.26 0.00 0.00 0.00 0.00 0.56 0.00 0.11  
Delay/Veh: 0.0 12.2 12.2 44.0 4.4 0.0 0.0 0.0 0.0 39.4 0.0 34.3  
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: 0.0 12.2 12.2 44.0 4.4 0.0 0.0 0.0 0.0 39.4 0.0 34.3  
LOS by Move: A B B D A A A A A D A C  
HCM2kAvgQ: 0 12 12 5 4 0 0 0 0 6 0 1

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

Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.612  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3  
 Optimal Cycle: 34 Level Of Service: C

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

Volume Module:

Base Vol:	151	311	0	0	407	78	247	0	192	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:	151	311	0	0	407	78	247	0	192	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	180	372	0	0	486	93	295	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	372	0	0	486	93	295	0	229	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
Final Vol.:	180	372	0	0	486	93	295	0	229	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1559	299	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.20	0.00	0.00	0.31	0.31	0.16	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.16	0.67	0.00	0.00	0.51	0.51	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.61	0.29	0.00	0.00	0.61	0.61	0.61	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	42.7	6.8	0.0	0.0	18.7	18.7	34.4	0.0	32.6	0.0	0.0	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:	42.7	6.8	0.0	0.0	18.7	18.7	34.4	0.0	32.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	6	5	0	0	13	13	9	0	7	0	0	0

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

Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.140  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	3	0	0	0	0	2	0

Volume Module:

Base Vol:	0	441	0	0	599	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	0	0	599	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	464	0	0	631	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	0	0	631	0	0	0	0	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	1.10	1.00	1.10
Final Vol.:	0	464	0	0	631	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	4500	0	1500	4500	0	0	0	0	3000	0	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			210			0			0		
Crit Moves:	****			****								

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Rocklin Commons  
Existing Conditions - Saturday

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

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Intersection #13 Sierra College Boulevard/Rocklin Road  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.532  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 203 376 34 39 328 68 84 152 188 44 167 25  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 203 376 34 39 328 68 84 152 188 44 167 25  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
PHF Volume: 219 406 37 42 354 73 91 164 203 48 180 27  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 219 406 37 42 354 73 91 164 203 48 180 27  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 219 406 37 42 354 73 91 164 203 48 180 27

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 1.83 0.17 1.00 1.66 0.34 1.00 2.00 1.00 1.00 0.87 0.13  
Final Sat.: 1375 2522 228 1375 2278 472 1375 2750 1375 1375 1196 179

Capacity Analysis Module:  
Vol/Sat: 0.16 0.16 0.16 0.03 0.16 0.16 0.07 0.06 0.15 0.03 0.15 0.15  
Crit Vol: 219 214 91 207  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #14 Taylor Road/Horseshoe Bar Road  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.688  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 55 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 14 333 99 300 312 6 6 16 8 102 12 273  
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: 14 333 99 300 312 6 6 16 8 102 12 273  
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
PHF Volume: 14 340 101 306 319 6 6 16 8 104 12 279  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 14 340 101 306 319 6 6 16 8 104 12 279  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 14 340 101 306 319 6 6 16 8 104 12 279

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 0.77 0.23 1.00 0.98 0.02 0.20 0.53 0.27 0.89 0.11 1.00  
Final Sat.: 1500 1156 344 1500 1472 28 300 800 400 1342 158 1500

Capacity Analysis Module:  
Vol/Sat: 0.01 0.29 0.29 0.20 0.22 0.22 0.02 0.02 0.02 0.08 0.08 0.19  
Crit Vol: 441 306 6 279  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Rocklin Commons  
Existing Conditions - Saturday

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277  
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3  
Optimal Cycle: 23 Level Of Service: C

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

Volume Module:

Base Vol:	103 288 80	40 172 202	48 43 39	125 58 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:	103 288 80	40 172 202	48 43 39	125 58 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:	0.96 0.96 0.96	0.96 0.96 0.00	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	107 300 83	42 179 0	50 45 41	130 60 63
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	107 300 83	42 179 0	50 45 41	130 60 63
PCE Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	107 300 83	42 179 0	50 45 41	130 60 63

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	0.82 0.82 0.85	0.68 0.92 0.92
Lanes:	1.00 1.57 0.43	1.00 1.00 1.00	0.53 0.47 1.00	1.00 0.49 0.51
Final Sat.:	1805 2732 759	1805 1900 1900	823 737 1615	1286 863 893

Capacity Analysis Module:

Vol/Sat:	0.06 0.11 0.11	0.02 0.09 0.00	0.06 0.06 0.03	0.10 0.07 0.07
Crit Moves:	****	****	****	****
Green/Cycle:	0.21 0.46 0.46	0.10 0.34 0.00	0.37 0.37 0.37	0.37 0.37 0.37
Volume/Cap:	0.28 0.24 0.24	0.24 0.28 0.00	0.17 0.17 0.07	0.28 0.19 0.19
Delay/Veh:	33.2 16.6 16.6	42.5 24.3 0.0	21.6 21.6 20.7	22.7 21.8 21.8
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:	33.2 16.6 16.6	42.5 24.3 0.0	21.6 21.6 20.7	22.7 21.8 21.8
LOS by Move:	C B A	D C A	C C C	C C C
HCM2kAvgQ:	3 4 4	1 4 0	2 2 1	3 3 3

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

Rocklin Commons  
Existing Conditions - Saturday

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

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

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[ 12.1]

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:	0 257 45	88 256 0	0 0 0	46 0 206
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:	0 257 45	88 256 0	0 0 0	46 0 206
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:	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98
PHF Volume:	0 263 46	90 262 0	0 0 0	47 0 211
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	0 263 46	90 262 0	0 0 0	47 0 211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxxx	309 xxxx xxxxx	xxxx xxxx xxxxx	706 xxxx 263
Potent Cap.:	xxxx xxxx xxxxx	1263 xxxx xxxxx	xxxx xxxx xxxxx	405 xxxx 780
Move Cap.:	xxxx xxxx xxxxx	1263 xxxx xxxxx	xxxx xxxx xxxxx	382 xxxx 780
Volume/Cap:	xxxx xxxx xxxx	0.07 xxxx xxxx	xxxx xxxx xxxx	0.12 xxxx 0.27

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	0.2 xxxx xxxxx	xxxx xxxx xxxxx	0.4 xxxx 1.1
Control Del:	xxxxx xxxx xxxxx	8.1 xxxx xxxxx	xxxxx xxxx xxxxx	15.7 xxxx 11.3
LOS by Move:	* * *	A * *	* * *	C * 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	0.2 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	8.1 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* * *	A * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.1
ApproachLOS:	*	*	*	B

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



Rocklin Commons Existing Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx Optimal Cycle: 28 Level Of Service: A

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

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

Volume Module: Base Vol: 6 267 19 50 289 2 2 14 8 38 10 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: 6 267 19 50 289 2 2 14 8 38 10 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 PHF Volume: 7 291 21 55 315 2 2 15 9 41 11 51 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 7 291 21 55 315 2 2 15 9 41 11 51 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol.: 7 291 21 55 315 2 2 15 9 41 11 51

Saturation Flow Module: Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lanes: 1.00 0.93 0.07 1.00 0.99 0.01 0.08 0.59 0.33 0.40 0.11 0.49 Final Sat.: 1425 1330 95 1425 1415 10 119 831 475 570 150 705

Capacity Analysis Module: Vol/Sat: 0.00 0.22 0.22 0.04 0.22 0.22 0.02 0.02 0.02 0.07 0.07 0.07 Crit Vol: 312 55 2 104 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Rocklin Commons Existing Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[ 10.5]

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 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: Base Vol: 0 278 4 31 288 0 0 0 0 3 0 21 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: 0 278 4 31 288 0 0 0 0 3 0 21 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 PHF Volume: 0 292 4 33 302 0 0 0 0 3 0 22 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Final Vol.: 0 292 4 33 302 0 0 0 0 3 0 22

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

Capacity Module: Cnflct Vol: xxxx xxxx xxxxx 296 xxxx xxxxx xxxx xxxx xxxxx 661 xxxx 294 Potent Cap.: xxxx xxxx xxxxx 1277 xxxx xxxxx xxxx xxxx xxxxx 430 xxxx 750 Move Cap.: xxxx xxxx xxxxx 1277 xxxx xxxxx xxxx xxxx xxxxx 422 xxxx 750 Volume/Cap: xxxx xxxx xxxx 0.03 xxxx xxxx xxxx xxxx xxxx 0.01 xxxx 0.03

Level Of Service Module: 2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx Control Del:xxxxx xxxx xxxxx 7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx LOS by Move: \* \* \* A \* \* \* \* \* \* \* \* 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 684 xxxxx SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* ApproachDel: xxxxxx xxxxxx xxxxxx 10.5 ApproachLOS: \* \* \* B

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



Rocklin Commons  
Existing Conditions - Saturday

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

\*\*\*\*\*  
Intersection #21 Taylor Road/King Road  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A  
\*\*\*\*\*

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

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

Volume Module:  
Base Vol: 159 274 110 19 244 49 54 47 171 110 55 176  
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: 159 274 110 19 244 49 54 47 171 110 55 176  
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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87  
PHF Volume: 182 314 126 22 279 56 62 54 196 126 63 202  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 182 314 126 22 279 56 62 54 196 126 63 202  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 182 314 126 22 279 56 62 54 196 126 63 202

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 1.00 1.00 1.00 1.67 0.33 1.00 1.00 1.00 1.00 0.24 0.76  
Final Sat.: 1375 1375 1375 1375 2290 460 1375 1375 1375 1375 327 1048

Capacity Analysis Module:  
Vol/Sat: 0.13 0.23 0.09 0.02 0.12 0.12 0.04 0.04 0.14 0.09 0.19 0.19  
Crit Vol: 182 168 196 126  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*