Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	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	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	
Added Vol:	0	1	5		1	0	0		0	0	0		3	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	290	501		184	404	19		22	153	43		373	71	100	
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	346	597		219	482	23		26	182	51		445	85	119	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	346	597		219	482	23		26	182	51		445	85	119	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	30	346	597		219	482	23		26	182	51		489	85	119	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.91	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		2344	406	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:			597		219						117		287			
Crit Moves:			****		****						****		****			

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	8 (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:	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	
Added Vol:	0	0	0		1	0	6		9	4	0		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	12	11		305	7	110		137	717	12		6	530	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	0.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.00	
PHF Volume:	19	13	12		334	8	120		150	785	13		7	581	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	13	12		334	8	120		150	785	13		7	581	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.:	19	13	12		367	8	120		150	785	13		7	581	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.52	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	2705	45		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.14	0.14	0.09		0.11	0.29	0.29		0.00	0.21	0.00	
Crit Vol:		25			188				150					290		
Crit Moves:		****			****				****					****		

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 42 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	1	0 0	1 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
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
Added Vol:	0	0	0	0	0	2	0	4	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	157	2	246	0	624	413	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	270	0	684	453	372	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	2	270	0	684	453	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	270	0	684	453	372	945	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	13	1604	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
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	0.70	0.70	0.00	0.47	0.70	0.70	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	33.0	40.0	40.0	0.0	22.3	28.1	35.2	6.3	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	33.0	40.0	40.0	0.0	22.3	28.1	35.2	6.3	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	13	11	6	0

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
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
Added Vol:	0	0	0	0	0	0	3	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	2	735	0	0	0	211	570	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	243	656	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	243	656	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	243	656	0	0	726	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.43	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:												
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	0.16	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:	15.3	25.2	16.8	0.0	0.0	0.0	65.0	21.7	0.0	0.0	44.8	44.8
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:	15.3	25.2	16.8	0.0	0.0	0.0	65.0	21.7	0.0	0.0	44.8	44.8
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.

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	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
Added Vol:	0	1	0	0	2	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	69	59	23	18	50	71	320	36	66	293	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	75	64	25	20	54	77	349	39	72	319	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	75	64	25	20	54	77	349	39	72	319	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	75	64	25	20	54	77	349	39	72	319	66
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	0.56	0.44	1.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	356	1069	1425	799	626	1425	1425	1281	144	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.03	0.03	0.04	0.05	0.27	0.27	0.05	0.22	0.05
Crit Vol:		100			25			388			72	
Crit Moves:		****			****			****			****	

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.3 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 0
Volume Module:												
Base Vol:	86	90	0	0	255	47	36	0	70	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:	86	90	0	0	255	47	36	0	70	0	0	0
Added Vol:	0	11	0	0	8	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	101	0	0	263	48	38	0	70	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:	94	111	0	0	288	53	42	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	111	0	0	288	53	42	0	77	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	341	xxxx	xxxxx	xxxx	xxxx	xxxxx	558	xxxx	170	xxxx	xxxx	xxxxx
Potent Cap.:	1230	xxxx	xxxxx	xxxx	xxxx	xxxxx	464	xxxx	850	xxxx	xxxx	xxxxx
Move Cap.:	1230	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	850	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	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	638	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	153	243	142		23	426	167		65	171	67		172	232	31	
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:	153	243	142		23	426	167		65	171	67		172	232	31	
Added Vol:	2	12	15		0	18	0		0	0	3		24	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	155	255	157		23	444	167		65	171	70		196	232	31	
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:	170	280	173		25	488	184		71	188	77		215	255	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	280	173		25	488	184		71	188	77		215	255	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	170	280	173		25	488	184		71	188	77		215	255	34	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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:	0.12	0.20	0.13		0.02	0.35	0.13		0.05	0.14	0.06		0.16	0.19	0.02	
Crit Vol:	170					488				188			215			
Crit Moves:	****					****				****			****			

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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	380	36		68	554	0		0	0	58		67	0	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	380	36		68	554	0		0	0	58		67	0	76	
Added Vol:	0	29	15		0	45	0		0	0	0		23	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	409	51		68	599	0		0	0	58		90	0	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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	437	54		73	640	0		0	0	62		96	0	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	437	54		73	640	0		0	0	62		96	0	81	
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	437	54		73	640	0		0	0	62		96	0	81	
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	0.31	0.04		0.05	0.45	0.00		0.00	0.00	0.04		0.07	0.00	0.06	
Crit Vol:		437				640					62		96			
Crit Moves:						****					****		****			

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 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
Added Vol:	1	33	0	0	66	2	10	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	401	74	103	542	65	71	25	35	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:	169	442	82	114	598	72	78	28	39	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	442	82	114	598	72	78	28	39	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.:	169	442	82	114	598	72	78	28	42	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	0.32	0.06	0.08	0.43	0.05	0.06	0.02	0.02	0.10	0.02	0.03
Crit Vol:	169				598			28		139		
Crit Moves:	****				****			****		****		

Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	37	57	23	375	13	211	114	460	35	471	193	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.87	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1535	1504	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1535	1504	1770	5085	1583	3539	1583	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	37	57	23	375	13	211	114	460	35	471	193	75
RTOR Reduction (vph)	0	18	0	0	88	99	0	0	0	0	0	35
Lane Group Flow (vph)	37	62	0	375	24	13	114	460	35	471	193	40
Turn Type	Prot	Over		Prot		Perm	Prot		Free		Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Actuated Green, G (s)	5.1	11.1		19.2	10.1	10.1	11.1	62.8	90.0	47.7	47.7	47.7
Effective Green, g (s)	5.1	11.1		19.2	10.1	10.1	11.1	62.8	90.0	47.7	47.7	47.7
Actuated g/C Ratio	0.06	0.12		0.21	0.11	0.11	0.12	0.70	1.00	0.53	0.53	0.53
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	100	195		732	172	169	218	3548	1583	1876	839	839
v/s Ratio Prot	0.02	0.04		c0.11	0.02		c0.06	0.09		c0.13		
v/s Ratio Perm						0.01			0.02		0.12	0.03
v/c Ratio	0.37	0.32		0.51	0.14	0.07	0.52	0.13	0.02	0.25	0.23	0.05
Uniform Delay, d1	40.9	36.0		31.3	36.0	35.8	37.0	4.5	0.0	11.5	11.3	10.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.79	0.62	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	1.0		0.6	0.4	0.2	2.2	0.1	0.0	0.3	0.6	0.1
Delay (s)	43.2	37.0		31.9	36.4	36.0	31.5	2.9	0.0	11.8	12.0	10.3
Level of Service	D	D		C	D	D	C	A	A	B	B	B
Approach Delay (s)					33.5			8.1		11.7		
Approach LOS					C			A		B		

Intersection Summary					
HCM Average Control Delay	18.5	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.35				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	41.0%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL2	EBT	EBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	241	0	115	362	248	7	744	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.91	1.00	0.97	0.95	1.00
Frt	1.00		0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433		1583	5085	1583	3433	3539	1583
Flt Permitted	0.95		1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433		1583	5085	1583	3433	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	241	0	115	362	248	7	744	152
RTOR Reduction (vph)	0	0	100	0	0	0	0	0
Lane Group Flow (vph)	241	0	15	362	248	7	744	152
Turn Type	Prot		Perm		Perm	Prot		Free
Protected Phases	7	4		2		1	6	
Permitted Phases			4		2			Free
Actuated Green, G (s)	11.6		11.6	65.0	65.0	1.4	70.4	90.0
Effective Green, g (s)	11.6		11.6	65.0	65.0	1.4	70.4	90.0
Actuated g/C Ratio	0.13		0.13	0.72	0.72	0.02	0.78	1.00
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	442		204	3673	1143	53	2768	1583
v/s Ratio Prot	c0.07			0.07		0.00	c0.21	
v/s Ratio Perm			0.01		0.16			0.10
v/c Ratio	0.55		0.07	0.10	0.22	0.13	0.27	0.10
Uniform Delay, d1	36.7		34.5	3.7	4.1	43.7	2.7	0.0
Progression Factor	1.00		1.00	1.00	1.00	0.87	0.47	1.00
Incremental Delay, d2	1.4		0.2	0.1	0.4	1.1	0.2	0.1
Delay (s)	38.1		34.6	3.8	4.6	39.0	1.5	0.1
Level of Service	D		C	A	A	D	A	A
Approach Delay (s)		37.0		4.1			1.6	
Approach LOS		D		A			A	

Intersection Summary				
HCM Average Control Delay	9.1	HCM Level of Service		A
HCM Volume to Capacity ratio	0.31			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	34.4%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.215
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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	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	
Added Vol:	0	43	0		3	28	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	641	0		3	859	0		0	0	0		0	0	8	
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	675	0		3	904	0		0	0	0		0	0	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	675	0		3	904	0		0	0	0		0	0	8	
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	675	0		3	904	0		0	0	0		0	0	9	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4275	0		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.00	0.21	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	0					301			0						5	
Crit Moves:	****					****									****	

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	390	463	58	50	432	47	69	114	242	67	173	66
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:	390	463	58	50	432	47	69	114	242	67	173	66
Added Vol:	0	22	0	9	14	2	4	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	485	58	59	446	49	73	114	242	67	173	80
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:	405	504	60	61	464	51	76	119	252	70	180	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	504	60	61	464	51	76	119	252	70	180	83
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.:	405	504	60	61	464	51	76	119	252	70	180	83
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	1.79	0.21	1.00	1.80	0.20	1.00	2.00	1.00	1.00	0.68	0.32
Final Sat.:	1375	2456	294	1375	2478	272	1375	2750	1375	1375	940	435
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.21	0.04	0.19	0.19	0.06	0.04	0.18	0.05	0.19	0.19
Crit Vol:	405			257			76			263		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1 0	0 1
Volume Module:												
Base Vol:	6	269	66	457	359	6	14	67	22	45	14	406
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	269	66	457	359	6	14	67	22	45	14	406
Added Vol:	0	10	1	0	16	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	279	67	457	375	6	14	67	22	47	14	406
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:	7	318	76	521	427	7	16	76	25	54	16	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	318	76	521	427	7	16	76	25	54	16	462
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	318	76	521	427	7	16	76	25	54	16	462
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	0.81	0.19	1.00	0.98	0.02	0.14	0.65	0.21	0.77	0.23	1.00
Final Sat.:	1500	1210	290	1500	1476	24	204	976	320	1156	344	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.35	0.29	0.29	0.08	0.08	0.08	0.05	0.05	0.31
Crit Vol:	394			521			16			462		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.356
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.0
Optimal Cycle: 26 | Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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:	162	433		68	17	233		419	74	33		76	39	80		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:	162	433		68	17	233		419	74	33		76	39	80		30
Added Vol:	2	2		0	0	1		0	0	0		1	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	164	435		68	17	234		419	74	33		77	39	80		30
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:	0.90	0.90		0.90	0.90	0.90		0.00	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:	183	486		76	19	261		0	83	37		86	44	89		34
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	183	486		76	19	261		0	83	37		86	44	89		34
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	183	486		76	19	261		0	83	37		86	44	89		34
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.93		0.93	0.95	1.00		1.00	0.71	0.71		0.85	0.60	0.96		0.96
Lanes:	1.00	1.73		0.27	1.00	1.00		1.00	0.69	0.31		1.00	1.00	0.73		0.27
Final Sat.:	1805	3060		478	1805	1900		1900	938	418		1615	1144	1325		497
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16		0.16	0.01	0.14		0.00	0.09	0.09		0.05	0.04	0.07		0.07
Crit Moves:	****					****				****						
Green/Cycle:	0.29	0.63		0.63	0.04	0.39		0.00	0.25	0.25		0.25	0.25	0.25		0.25
Volume/Cap:	0.36	0.25		0.25	0.25	0.36		0.00	0.36	0.36		0.22	0.15	0.27		0.27
Delay/Veh:	28.8	8.2		8.2	48.2	22.1		0.0	31.7	31.7		30.2	29.7	30.7		30.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	28.8	8.2		8.2	48.2	22.1		0.0	31.7	31.7		30.2	29.7	30.7		30.7
LOS by Move:	C	A		A	D	C		A	C	C		C	C	C		C
HCM2kAvgQ:	5	4		4	1	6		0	3	3		2	1	3		3

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

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

Average Delay (sec/veh): 6.2 | Worst Case Level Of Service: C[16.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	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	353		50		98	245		0		0	0		0		55	0		312	
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	353		50		98	245		0		0	0		0		55	0		312	
Added Vol:	0	4		0		0	3		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	357		50		98	248		0		0	0		0		55	0		312	
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:	0	388		54		106	269		0		0	0		0		60	0		339	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	388		54		106	269		0		0	0		0		60	0		339	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxx	xxxxx				6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxx	xxxxx				3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		442	xxxx		xxxxx		xxxx	xxxx		xxxxx		870	xxxx		388	
Potent Cap.:	xxxx	xxxx		xxxxx		1129	xxxx		xxxxx		xxxx	xxxx		xxxxx		325	xxxx		665	
Move Cap.:	xxxx	xxxx		xxxxx		1129	xxxx		xxxxx		xxxx	xxxx		xxxxx		300	xxxx		665	
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		xxxx	xxxx		xxxx		0.20	xxxx		0.51	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.7	xxxx		2.9	
Control Del:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		20.0	xxxx		15.9	
LOS by Move:	*	*		*		A	*		*		*	*		*		C	*		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		0.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					16.5				
ApproachLOS:	*					*					*					C				

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	133	0	155	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
Initial Bse:	133	0	155	0	0	0	0	79	124	105	110	0
Added Vol:	2	0	0	0	0	0	0	3	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	155	0	0	0	0	82	125	105	114	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:	152	0	174	0	0	0	0	92	140	118	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	152	0	174	0	0	0	0	92	140	118	128	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	526	xxxx	162	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	xxxx	xxxxx
Potent Cap.:	516	xxxx	888	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1347	xxxx	xxxxx
Move Cap.:	479	xxxx	888	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1347	xxxx	xxxxx
Volume/Cap:	0.32	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	635	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: C[16.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	240	55	0	0	72	98	83	0	87	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:	240	55	0	0	72	98	83	0	87	0	0	0
Added Vol:	14	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	55	0	0	72	98	83	0	96	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	296	64	0	0	84	114	97	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	296	64	0	0	84	114	97	0	112	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	xxxx	141	xxxx	xxxx	xxxxx
Potent Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	xxxx	912	xxxx	xxxx	xxxxx
Move Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	xxxx	912	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.7	xxxx	9.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.1			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	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
Added Vol:	0	12		0	0	18		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	202		18	100	443		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	223		20	110	488		19	3	18		4	45	12		72
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	223		20	110	488		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	223		20	110	488		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	0.92		0.08	1.00	0.96		0.04	0.13	0.70		0.17	0.35	0.09		0.56
Final Sat.:	1425	1308		117	1425	1372		53	186	991		248	499	134		792
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17		0.17	0.08	0.36		0.36	0.02	0.02		0.02	0.09	0.09		0.09
Crit Vol:	2				507				3				129			
Crit Moves:	****				****				****				****			

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.1]

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	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		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		0	4	0		37
Added Vol:	0	12		0	0	18		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	269		1	71	536		0	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	285		1	75	567		0	0	0		0	4	0		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	285		1	75	567		0	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:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		286	xxxx	xxxxx	xxxx	xxxx	xxxxx			1003	xxxx		285
Potent Cap.:	xxxx	xxxx	xxxxx		1288	xxxx	xxxxx	xxxx	xxxx	xxxxx			271	xxxx		759
Move Cap.:	xxxx	xxxx	xxxxx		1288	xxxx	xxxxx	xxxx	xxxx	xxxxx			259	xxxx		759
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:	xxxxx	xxxx	xxxxx		8.0	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	638	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.1	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.1			
ApproachLOS:	*				*				*				B			

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

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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	1	0	1	0 1	0	1	1	0 0	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	
Added Vol:	0	10	0		0	16	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	229	386	67		60	339	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	465	81		72	408	0		254	116	291		124	123	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	276	465	81		72	408	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	465	81		72	408	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	0.34	0.06		0.05	0.15	0.00		0.18	0.08	0.21		0.09	0.19	0.19	
Crit Vol:		465				72				254				266		
Crit Moves:		****				****				****				****		

Rocklin Commons
Existing + Project Conditions - AM Peak Hour

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.092
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	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	0	1	1	0 2	0	0	0	0 0	0	0	2	0 0	0	1
Volume Module:																
Base Vol:	0	120	0		0	245	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	120	0		0	245	0		0	0	0		0	0	0	
Added Vol:	0	1	19		0	1	0		0	0	0		13	0	0	
PasserByVol:	0	0	2		0	0	0		0	0	0		2	0	0	
Initial Fut:	0	121	21		0	246	0		0	0	0		15	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	121	21		0	246	0		0	0	0		15	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	121	21		0	246	0		0	0	0		15	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	1.00	
Final Vol.:	0	121	21		0	246	0		0	0	0		17	0	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	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	2850	1425		1425	2850	0		0	0	0		2850	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.01		0.00	0.09	0.00		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Vol:		0				123				0				8		
Crit Moves:	****					****								****		

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 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	0 1	1	0	1	1 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	
Added Vol:	0	2	19		3	2	0		0	0	0		20	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	445	528		125	516	21		34	113	23		615	148	224	
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	473	561		133	548	22		36	120	24		654	157	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	473	561		133	548	22		36	120	24		654	157	238	
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	473	561		133	548	22		36	120	24		719	157	238	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.92	0.08		1.00	1.66	0.34		1.64	0.36	1.00	
Final Sat.:	1375	2750	1375		1375	2642	108		1375	2285	465		2256	494	1375	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.17	0.41		0.10	0.21	0.21		0.03	0.05	0.05		0.32	0.32	0.17	
Crit Vol:			561		133						72			438		
Crit Moves:			****		****						****			****		

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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:	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	
Added Vol:	0	0	0		7	0	34		31	12	0		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	14	35		496	16	391		264	688	23		40	758	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		529	17	417		282	734	25		43	809	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	15	37		529	17	417		282	734	25		43	809	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		582	17	417		282	734	25		43	809	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.29	0.71		1.94	0.06	1.00		1.00	1.94	0.06		1.00	2.00	1.00	
Final Sat.:	1375	393	982		2672	78	1375		1375	2661	89		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04		0.22	0.22	0.30		0.20	0.28	0.28		0.03	0.29	0.00	
Crit Vol:			52				417		282					404		
Crit Moves:			****				****		****					****		

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 84 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	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	
Volume Module:																
Base Vol:	0	0	0		52	2	258		0	686	516		503	1102	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		52	2	258		0	686	516		503	1102	0	
Added Vol:	0	0	0		0	0	10		0	12	7		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		52	2	268		0	698	523		503	1105	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:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	0	0	0		56	2	288		0	751	563		541	1189	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		56	2	288		0	751	563		541	1189	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		56	2	288		0	751	563		541	1189	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.85	0.85	0.85		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1615	12	1605		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.18	0.18		0.00	0.21	0.35		0.30	0.33	0.00	
Crit Moves:						****					****		****			
Green/Cycle:	0.00	0.00	0.00		0.20	0.20	0.20		0.00	0.40	0.40		0.34	0.74	0.00	
Volume/Cap:	0.00	0.00	0.00		0.17	0.88	0.88		0.00	0.53	0.88		0.88	0.45	0.00	
Delay/Veh:	0.0	0.0	0.0		33.1	61.6	61.6		0.0	23.4	41.5		45.0	5.3	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	61.6	61.6		0.0	23.4	41.5		45.0	5.3	0.0	
LOS by Move:	A	A	A		C	E	E		A	C	D		D	A	A	
HCM2kAvgQ:	0	0	0		1	12	12		0	9	19		19	8	0	

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
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:	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	0	0	0	0
Lanes:	1	0	1!	0	1	0	0	0	0	0	1	0	2	0	0	
Volume Module:																
Base Vol:	548	1	602		0	0	0		211	527	0		0	1057	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:	548	1	602		0	0	0		211	527	0		0	1057	119	
Added Vol:	0	0	0		0	0	0		10	2	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	548	1	602		0	0	0		221	529	0		0	1060	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:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	561	1	616		0	0	0		226	541	0		0	1085	122	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	561	1	616		0	0	0		226	541	0		0	1085	122	
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.:	561	1	616		0	0	0		226	541	0		0	1085	122	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		0.95	0.95	1.00		1.00	0.94	0.94	
Lanes:	1.47	0.01	1.52		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.80	0.20	
Final Sat.:	2402	3	2478		0	0	0		1805	3610	0		0	3197	359	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.36	0.25		0.00	0.00	0.00		0.13	0.15	0.00		0.00	0.34	0.34	
Crit Moves:		****								****					****	
Green/Cycle:	0.41	0.41	0.41		0.00	0.00	0.00		0.14	0.53	0.00		0.00	0.39	0.39	
Volume/Cap:	0.57	0.88	0.60		0.00	0.00	0.00		0.88	0.28	0.00		0.00	0.88	0.88	
Delay/Veh:	22.9	34.2	23.6		0.0	0.0	0.0		69.4	13.2	0.0		0.0	35.4	35.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.9	34.2	23.6		0.0	0.0	0.0		69.4	13.2	0.0		0.0	35.4	35.4	
LOS by Move:	C	C	C		A	A	A		E	B	A		A	D	D	
HCM2kAvgQ:	9	20	10		0	0	0		10	5	0		0	21	21	

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
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
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
Added Vol:	1	6	0	1	6	0	0	6	1	0	6	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	25	46	39	52	129	27	407	21	28	466	19
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:	27	26	48	40	54	133	28	421	22	29	482	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	26	48	40	54	133	28	421	22	29	482	20
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.:	27	26	48	40	54	133	28	421	22	29	482	20
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:	0.51	0.49	1.00	0.43	0.57	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	726	699	1425	611	814	1425	1425	1355	70	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.07	0.07	0.09	0.02	0.31	0.31	0.02	0.34	0.01
Crit Vol:	27					133	28				482	
Crit Moves:	****					****	****				****	

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	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
Added Vol:	0	37		0	0	47		7	6		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	30	330		0	0	244		31	66		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	376		0	0	278		35	75		0	72	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	34	376		0	0	278		35	75		0	72	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	313	xxxx	xxxxx	xxxx	xxxx	xxxxx			552	xxxx		157	xxxx	xxxx	xxxxx	
Potent Cap.:	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx			469	xxxx		867	xxxx	xxxx	xxxxx	
Move Cap.:	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx			459	xxxx		867	xxxx	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx			0.16	xxxx		0.08	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.9	xxxx	xxxxx	xxxxx	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		596	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx		1.0	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx		13.0	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*		B	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx					13.0				xxxxxx			
ApproachLOS:	*			*					B				*			

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1	1	0 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	
Added Vol:	10	67	88		0	62	0		0	0	10		81	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	618	341		26	403	109		152	305	107		288	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:	143	681	376		29	444	120		168	336	118		318	293	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	681	376		29	444	120		168	336	118		318	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.:	143	681	376		29	444	120		168	336	118		318	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	0.50	0.27		0.02	0.32	0.09		0.12	0.24	0.09		0.23	0.21	0.03	
Crit Vol:		681				29				336			318			
Crit Moves:		****				****				****			****			

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
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:	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	567	99		84	514	0		0	0	87		75	0	92	
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	87		75	0	92	
Added Vol:	0	166	84		0	153	0		0	0	0		78	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	733	183		84	667	0		0	0	87		153	0	92	
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	776	194		89	707	0		0	0	92		162	0	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	776	194		89	707	0		0	0	92		162	0	97	
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	776	194		89	707	0		0	0	92		162	0	97	
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	0.54	0.14		0.06	0.50	0.00		0.00	0.00	0.06		0.11	0.00	0.07	
Crit Vol:		776				89					92		162			
Crit Moves:		****				****					****		****			

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 1
Volume Module:																
Base Vol:	96	526	72		70	504	67		131	32	178		112	20	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:	96	526	72		70	504	67		131	32	178		112	20	35	
Added Vol:	5	189	0		0	226	5		61	0	4		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	715	72		70	730	72		192	32	182		112	20	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:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	111	782	79		77	799	79		210	35	199		123	22	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	782	79		77	799	79		210	35	199		123	22	38	
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.:	111	782	79		77	799	79		210	35	219		123	22	38	
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:	0.08	0.57	0.06		0.06	0.58	0.06		0.15	0.03	0.08		0.09	0.02	0.03	
Crit Vol:	111					799			210						38	
Crit Moves:	****					****			****						****	

Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	216	329	136	320	46	159	390	560	38	647	142	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.92	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1619	1504	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1619	1504	1770	5085	1583	3539	1583	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	216	329	136	320	46	159	390	560	38	647	142	256
RTOR Reduction (vph)	0	15	0	0	51	90	0	0	0	0	0	185
Lane Group Flow (vph)	216	450	0	320	55	9	390	560	38	647	142	71
Turn Type	Prot	Over		Prot		Perm	Prot		Free		Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Actuated Green, G (s)	14.4	33.0		27.4	9.0	9.0	33.0	64.6	100.0	27.6	27.6	27.6
Effective Green, g (s)	14.4	33.0		27.4	9.0	9.0	33.0	64.6	100.0	27.6	27.6	27.6
Actuated g/C Ratio	0.14	0.33		0.27	0.09	0.09	0.33	0.65	1.00	0.28	0.28	0.28
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	255	522		941	146	135	584	3285	1583	977	437	437
v/s Ratio Prot	c0.12	c0.28		c0.09	0.03		0.22	0.11		c0.18		
v/s Ratio Perm						0.01			0.02		0.09	0.04
v/c Ratio	0.85	0.86		0.34	0.38	0.07	0.67	0.17	0.02	0.66	0.32	0.16
Uniform Delay, d1	41.7	31.4		29.1	42.9	41.7	28.8	7.0	0.0	32.1	28.8	27.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.62	0.62	1.00	1.00	1.00	1.00
Incremental Delay, d2	22.0	13.7		0.2	1.6	0.2	2.8	0.1	0.0	3.5	2.0	0.8
Delay (s)	63.8	45.1		29.3	44.5	41.9	20.7	4.5	0.0	35.6	30.8	28.2
Level of Service	E	D		C	D	D	C	A	A	D	C	C
Approach Delay (s)					34.7			10.7		33.1		
Approach LOS					C			B		C		

Intersection Summary					
HCM Average Control Delay	30.3	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.71				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	68.1%	ICU Level of Service		C	
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL2	EBT	EBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	352	0	31	636	260	38	861	397
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.91	1.00	0.97	0.95	1.00
Frt	1.00		0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433		1583	5085	1583	3433	3539	1583
Flt Permitted	0.95		1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433		1583	5085	1583	3433	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	352	0	31	636	260	38	861	397
RTOR Reduction (vph)	0	0	26	0	0	0	0	0
Lane Group Flow (vph)	352	0	5	636	260	38	861	397
Turn Type	Prot		Perm		Perm	Prot		Free
Protected Phases	7	4		2		1	6	
Permitted Phases			4		2			Free
Actuated Green, G (s)	15.6		15.6	67.6	67.6	4.8	76.4	100.0
Effective Green, g (s)	15.6		15.6	67.6	67.6	4.8	76.4	100.0
Actuated g/C Ratio	0.16		0.16	0.68	0.68	0.05	0.76	1.00
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	536		247	3437	1070	165	2704	1583
v/s Ratio Prot	c0.10			0.13		0.01	c0.24	
v/s Ratio Perm			0.00		0.16			0.25
v/c Ratio	0.66		0.02	0.19	0.24	0.23	0.32	0.25
Uniform Delay, d1	39.7		35.7	6.0	6.3	45.8	3.7	0.0
Progression Factor	1.00		1.00	1.00	1.00	0.92	0.33	1.00
Incremental Delay, d2	2.9		0.0	0.1	0.5	0.6	0.2	0.3
Delay (s)	42.6		35.8	6.1	6.8	42.7	1.4	0.3
Level of Service	D		D	A	A	D	A	A
Approach Delay (s)		42.0		6.3			2.3	
Approach LOS		D		A			A	

Intersection Summary				
HCM Average Control Delay	9.6	HCM Level of Service		A
HCM Volume to Capacity ratio	0.38			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	40.5%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

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********************************************************************************
Intersection #12 Sierra College Boulevard/Dominguez Road
********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):          0.260
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:        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  805     0      0  691     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
Added Vol:      0  148     0     20  160     0      0    0    0      0    0   27
PasserByVol:    0    0     0      0    0     0      0    0    0      0    0    0
Initial Fut:    0  953     0     20  851     0      0    0    0      0    0   27
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 1003     0     21  896     0      0    0    0      0    0   28
Reduct Vol:     0    0     0      0    0     0      0    0    0      0    0    0
Reduced Vol:    0 1003     0     21  896     0      0    0    0      0    0   28
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 1003     0     21  896     0      0    0    0      0    0   31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425   1425 1425  1425   1425 1425 1425   1425 1425 1425
Adjustment:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       0.00 3.00  0.00   1.00 3.00  0.00   0.00 0.00 0.00   2.00 0.00 2.00
Final Sat.:     0 4275     0   1425 4275     0      0    0    0   2850    0 2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.00   0.01 0.21  0.00   0.00 0.00 0.00   0.00 0.00 0.01
Crit Vol:          334          21               0                          16
Crit Moves:        ****         ****                                    ****
********************************************************************************
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Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 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	1 0	1	0 1	1 0	1	0 2	0 1	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
Added Vol:	0	76	0	52	82	14	13	0	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	680	52	119	587	92	184	235	404	30	139	78
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	723	55	127	624	98	196	250	430	32	148	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	723	55	127	624	98	196	250	430	32	148	83
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	723	55	127	624	98	196	250	430	32	148	83
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	1.86	0.14	1.00	1.73	0.27	1.00	2.00	1.00	1.00	0.64	0.36
Final Sat.:	1375	2555	195	1375	2377	373	1375	2750	1375	1375	881	494
Capacity Analysis Module:												
Vol/Sat:	0.23	0.28	0.28	0.09	0.26	0.26	0.14	0.09	0.31	0.02	0.17	0.17
Crit Vol:	317					361			430	32		
Crit Moves:	****					****			****	****		

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.145
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	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
Added Vol:	0	60	7	0	55	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	536	111	409	464	10	7	12	8	84	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	563	117	430	487	11	7	13	8	88	14	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	563	117	430	487	11	7	13	8	88	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	563	117	430	487	11	7	13	8	88	14	601
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	0.83	0.17	1.00	0.98	0.02	0.26	0.44	0.30	0.87	0.13	1.00
Final Sat.:	1500	1243	257	1500	1468	32	389	667	444	1299	201	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.29	0.33	0.33	0.02	0.02	0.02	0.07	0.07	0.40
Crit Vol:		680			430			7				601
Crit Moves:		****			****			****				****

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 25 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
Added Vol:	7	7	0	0	7	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	380	177	48	209	387	75	46	74	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:	99	397	185	50	218	0	78	48	77	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	397	185	50	218	0	78	48	77	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.:	99	397	185	50	218	0	78	48	77	146	52	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	1.00	1.00	0.77	0.77	0.85	0.63	0.91	0.91
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.:	1805	2345	1092	1805	1900	1900	903	554	1615	1195	710	1023
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.11	0.00	0.09	0.09	0.05	0.12	0.07	0.07
Crit Moves:		****			****						****	
Green/Cycle:	0.18	0.49	0.49	0.08	0.38	0.00	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.30	0.35	0.35	0.35	0.30	0.00	0.25	0.25	0.14	0.35	0.21	0.21
Delay/Veh:	35.8	15.9	15.9	45.0	21.7	0.0	23.2	23.2	22.1	24.4	22.8	22.8
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:	35.8	15.9	15.9	45.0	21.7	0.0	23.2	23.2	22.1	24.4	22.8	22.8
LOS by Move:	D	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	2	5	0	3	3	2	4	3	3

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: C[19.1]

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	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
Added Vol:	0	14		0		0	15		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	287		61		157	257		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	306		65		167	274		0		0		0		0	122		0		424
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	306		65		167	274		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:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			371	xxxx	xxxxx	xxxx	xxxx	xxxxx					915	xxxx		306	
Potent Cap.:	xxxx	xxxx	xxxxx			1199	xxxx	xxxxx	xxxx	xxxx	xxxxx					305	xxxx		739	
Move Cap.:	xxxx	xxxx	xxxxx			1199	xxxx	xxxxx	xxxx	xxxx	xxxxx					269	xxxx		739	
Volume/Cap:	xxxx	xxxx	xxxx			0.14	xxxx	xxxx	xxxx	xxxx	xxxx					0.45	xxxx		0.57	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx					2.2	xxxx		3.7	
Control Del:	xxxxx	xxxx	xxxxx			8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx					28.9	xxxx		16.2	
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			8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*			A	*	*	*	*	*									
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					19.1				
ApproachLOS:	*					*					*					C				

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.0 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 0	1	0	0 1	0	0
Volume Module:												
Base Vol:	143	0	72	0	0	0	0	64	150	114	57	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:	143	0	72	0	0	0	0	64	150	114	57	0
Added Vol:	7	0	0	0	0	0	0	15	7	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	0	72	0	0	0	0	79	157	114	71	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:	167	0	80	0	0	0	0	88	175	127	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	167	0	80	0	0	0	0	88	175	127	79	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	508	xxxx	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	xxxx	xxxxx
Potent Cap.:	528	xxxx	873	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx
Move Cap.:	486	xxxx	873	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx
Volume/Cap:	0.34	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	568	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: B[11.6]

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 1	0	0	0 0
Volume Module:												
Base Vol:	153	68	0	0	43	55	61	0	242	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:	153	68	0	0	43	55	61	0	242	0	0	0
Added Vol:	48	0	0	0	0	0	0	0	52	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	68	0	0	43	55	61	0	294	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	233	79	0	0	50	64	71	0	340	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	233	79	0	0	50	64	71	0	340	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	113	xxxx	xxxxx	xxxx	xxxx	xxxxx	626	xxxx	82	xxxx	xxxx	xxxxx
Potent Cap.:	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	451	xxxx	984	xxxx	xxxx	xxxxx
Move Cap.:	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	xxxx	984	xxxx	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	0.35	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	10.6	xxxxx	xxxx	xxxxx
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:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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	0	0	1! 0	0	0	1! 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
Added Vol:	0	67	0	0	62	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	554	39	63	360	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	578	41	66	376	3	22	15	4	16	4	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	578	41	66	376	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	578	41	66	376	3	22	15	4	16	4	92
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	0.93	0.07	1.00	0.99	0.01	0.54	0.36	0.10	0.14	0.04	0.82
Final Sat.:	1425	1331	94	1425	1413	12	767	512	146	200	53	1172
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.05	0.27	0.27	0.03	0.03	0.03	0.08	0.08	0.08
Crit Vol:		619		66			22			112		
Crit Moves:		****		****			****			****		

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.5]

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	1! 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
Added Vol:	0	67	0	0	62	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	626	4	47	376	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	654	4	49	393	0	0	0	0	3	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	654	4	49	393	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	658	xxxx	xxxxx	xxxx	xxxx	xxxxx	1147	xxxx	656
Potent Cap.:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	xxxx	469
Move Cap.:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	xxxx	xxxx	xxxxx	213	xxxx	469
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	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	442	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.5		
ApproachLOS:	*			*			*			B		

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

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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	1 0	1	0 1	0 1	1	0 0	1 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
Added Vol:	0	60	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	342	114	28	294	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	380	127	31	327	0	74	101	352	106	92	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	380	127	31	327	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	380	127	31	327	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	0.28	0.09	0.02	0.12	0.00	0.05	0.07	0.26	0.08	0.09	0.09
Crit Vol:	402				163				352	106		
Crit Moves:	****				****				****	****		

Rocklin Commons
Existing + Project Conditions - PM Peak Hour

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.154
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	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	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	341	0	0	183	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	341	0	0	183	0	0	0	0	0	0	0
Added Vol:	0	4	64	0	5	0	0	0	0	76	0	0
PasserByVol:	0	0	7	0	0	0	0	0	0	9	0	0
Initial Fut:	0	345	71	0	188	0	0	0	0	85	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	345	71	0	188	0	0	0	0	85	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	345	71	0	188	0	0	0	0	85	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	1.00
Final Vol.:	0	345	71	0	188	0	0	0	0	94	0	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	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Vol:		173		0					0	47		
Crit Moves:		****		****						****		

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	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
Added Vol:	0	3	28	4	3	0	0	0	0	25	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	279	425	114	307	16	22	56	22	329	48	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	283	431	116	311	16	22	57	22	334	49	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	283	431	116	311	16	22	57	22	334	49	120
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	283	431	116	311	16	22	57	22	367	49	120
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.44	0.56	1.77	0.23	1.00
Final Sat.:	1375	2750	1375	1375	2614	136	1375	1974	776	2428	322	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.31	0.08	0.12	0.12	0.02	0.03	0.03	0.15	0.15	0.09
Crit Vol:			431	116					40		208	
Crit Moves:			****	****					****		****	

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
Added Vol:	0	0	0	9	0	43	47	18	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	29	457	22	172	259	396	11	35	397	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	484	23	182	274	419	12	37	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	484	23	182	274	419	12	37	421	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	533	23	182	274	419	12	37	421	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	489	886	2635	115	1375	1375	2676	74	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.20	0.13	0.20	0.16	0.16	0.03	0.15	0.00
Crit Vol:		48		278			274				210	
Crit Moves:		****		****			****				****	

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
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	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	
Volume Module:																
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
Added Vol:	0	0	0		0	0	13		0	18		9	0	3		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	0	0	0		301	1	370		0	663		81	145	382		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	395		0	708		86	155	408		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	0	0	0		321	1	395		0	708		86	155	408		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	395		0	708		86	155	408		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00		0.85	0.85	0.85		1.00	0.95		0.85	0.95	0.95		1.00
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00		1.00	1.00	2.00		0.00
Final Sat.:	0	0	0		1615	4	1611		0	3610		1615	1805	3610		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.25	0.25		0.00	0.20		0.05	0.09	0.11		0.00
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.44	0.44	0.44		0.00	0.35		0.35	0.15	0.50		0.00
Volume/Cap:	0.00	0.00	0.00		0.45	0.56	0.56		0.00	0.56		0.15	0.56	0.22		0.00
Delay/Veh:	0.0	0.0	0.0		20.2	22.0	22.0		0.0	26.9		22.5	41.8	14.0		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:	0.0	0.0	0.0		20.2	22.0	22.0		0.0	26.9		22.5	41.8	14.0		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	10		2	5	4		0

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

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 25 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	1	0	0	0	0	0	1	0	2	0	0	
Volume Module:																
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
Added Vol:	0	0	0		0	0	0		14	4		0	0	3		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	26	0	114		0	0	0		217	761		0	0	501		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		240	843		0	0	555		289
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	29	0	126		0	0	0		240	843		0	0	555		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		240	843		0	0	555		289
Saturation Flow Module:																
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	2252		1173
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04		0.00	0.00	0.00		0.13	0.23		0.00	0.00	0.25		0.25
Crit Moves:			****						****					****		
Green/Cycle:	0.09	0.00	0.09		0.00	0.00	0.00		0.30	0.85		0.00	0.00	0.55		0.55
Volume/Cap:	0.16	0.00	0.45		0.00	0.00	0.00		0.45	0.28		0.00	0.00	0.45		0.45
Delay/Veh:	41.7	0.0	43.8		0.0	0.0	0.0		29.1	1.6		0.0	0.0	13.6		13.6
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:	41.7	0.0	43.8		0.0	0.0	0.0		29.1	1.6		0.0	0.0	13.6		13.6
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 + Project Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.266
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	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
Added Vol:	1	8	0	2	8	0	0	8	1	0	8	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	17	7	7	18	20	13	294	9	15	253	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	19	8	8	20	22	14	320	10	16	276	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	19	8	8	20	22	14	320	10	16	276	8
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	19	8	8	20	22	14	320	10	16	276	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.28	0.72	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	372	1053	1425	399	1026	1425	1425	1383	42	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.02	0.02	0.02	0.01	0.23	0.23	0.01	0.19	0.01
Crit Vol:		25			8			330			16	
Crit Moves:		****			****			****			****	

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	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
Added Vol:	0	55		0	0	59		8	9		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	8	219		0	0	302		18	18		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	242		0	0	333		20	20		0	21	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	9	242		0	0	333		20	20		0	21	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	353	xxxx	xxxxx	xxxx	xxxx	xxxxx			482	xxxx		177	xxxx	xxxx	xxxxx	
Potent Cap.:	1217	xxxx	xxxxx	xxxx	xxxx	xxxxx			519	xxxx		842	xxxx	xxxx	xxxxx	
Move Cap.:	1217	xxxx	xxxxx	xxxx	xxxx	xxxxx			516	xxxx		842	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx			0.04	xxxx		0.02	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.0	xxxx	xxxxx	xxxxx	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	644	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.0	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*			*	B		*	*	*		
ApproachDel:	xxxxxx				xxxxxx				11.0				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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	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
Added Vol:	13	85	111	0	92	0	0	0	14	120	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	409	180	29	359	60	25	220	42	203	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:	44	436	192	31	382	64	27	234	45	216	215	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	436	192	31	382	64	27	234	45	216	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.:	44	436	192	31	382	64	27	234	45	216	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:	0.03	0.32	0.14	0.02	0.28	0.05	0.02	0.17	0.03	0.16	0.16	0.02
Crit Vol:		436			31			234		216		
Crit Moves:		****			****			****		****		

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
Added Vol:	0	209	106	0	226	0	0	0	0	115	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	592	117	31	600	0	0	0	14	158	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	612	121	32	620	0	0	0	14	163	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	121	32	620	0	0	0	14	163	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	612	121	32	620	0	0	0	14	163	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	0.43	0.08	0.02	0.43	0.00	0.00	0.00	0.01	0.11	0.00	0.03
Crit Vol:		612			32				14	163		
Crit Moves:		****			****				****	****		

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	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
Added Vol:	6	238		0	0	334		8	76	0		7	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	152	536		94	56	612		106	183	19		85	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:	164	579		102	61	662		115	198	21		92	129	19		27
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	164	579		102	61	662		115	198	21		92	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.:	164	579		102	61	662		115	198	21		101	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:	0.12	0.42		0.07	0.04	0.48		0.08	0.14	0.01		0.04	0.09	0.01		0.02
Crit Vol:	164				662				198							27
Crit Moves:	****				****				****							****

Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	270	465	116	162	67	28	572	489	69	361	75	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.99	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1758	1504	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1758	1504	1770	5085	1583	3539	1583	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	270	465	116	162	67	28	572	489	69	361	75	375
RTOR Reduction (vph)	0	8	0	0	2	23	0	0	0	0	0	292
Lane Group Flow (vph)	270	573	0	162	68	2	572	489	69	361	75	83
Turn Type	Prot	Over		Prot		Perm	Prot		Free		Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Actuated Green, G (s)	19.2	42.0		31.6	8.4	8.4	42.0	70.4	110.0	24.4	24.4	24.4
Effective Green, g (s)	19.2	42.0		31.6	8.4	8.4	42.0	70.4	110.0	24.4	24.4	24.4
Actuated g/C Ratio	0.17	0.38		0.29	0.08	0.08	0.38	0.64	1.00	0.22	0.22	0.22
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	309	604		986	134	115	676	3254	1583	785	351	351
v/s Ratio Prot	c0.15	c0.36		0.05	c0.04		0.32	0.10		c0.10		
v/s Ratio Perm						0.00			0.04		0.05	0.05
v/c Ratio	0.87	0.95		0.16	0.51	0.02	0.85	0.15	0.04	0.46	0.21	0.24
Uniform Delay, d1	44.2	33.0		29.3	48.8	47.0	31.0	7.9	0.0	37.1	35.0	35.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.54	0.36	1.00	1.00	1.00	1.00
Incremental Delay, d2	22.8	24.3		0.1	3.0	0.1	9.4	0.1	0.1	1.9	1.4	1.6
Delay (s)	67.0	57.2		29.4	51.8	47.0	26.1	2.9	0.1	39.0	36.4	36.7
Level of Service	E	E		C	D	D	C	A	A	D	D	D
Approach Delay (s)					37.2			14.5		37.7		
Approach LOS					D			B		D		

Intersection Summary					
HCM Average Control Delay	35.4	HCM Level of Service		D	
HCM Volume to Capacity ratio	0.77				
Actuated Cycle Length (s)	110.0	Sum of lost time (s)		16.0	
Intersection Capacity Utilization	73.3%	ICU Level of Service		D	
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL2	EBT	EBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	455	0	192	675	45	48	645	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.91	1.00	0.97	0.95	1.00
Frt	1.00		0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433		1583	5085	1583	3433	3539	1583
Flt Permitted	0.95		1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433		1583	5085	1583	3433	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	455	0	192	675	45	48	645	295
RTOR Reduction (vph)	0	0	157	0	0	0	0	0
Lane Group Flow (vph)	455	0	35	675	45	48	645	295
Turn Type	Prot		Perm		Perm	Prot		Free
Protected Phases	7	4		2		1	6	
Permitted Phases			4		2			Free
Actuated Green, G (s)	20.2		20.2	69.8	69.8	8.0	81.8	110.0
Effective Green, g (s)	20.2		20.2	69.8	69.8	8.0	81.8	110.0
Actuated g/C Ratio	0.18		0.18	0.63	0.63	0.07	0.74	1.00
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	630		291	3227	1004	250	2632	1583
v/s Ratio Prot	c0.13			0.13		0.01	c0.18	
v/s Ratio Perm			0.02		0.03			0.19
v/c Ratio	0.72		0.12	0.21	0.04	0.19	0.25	0.19
Uniform Delay, d1	42.3		37.5	8.5	7.6	48.0	4.4	0.0
Progression Factor	1.00		1.00	0.56	0.49	0.93	0.49	1.00
Incremental Delay, d2	4.1		0.2	0.1	0.0	0.3	0.2	0.2
Delay (s)	46.3		37.7	4.8	3.8	44.9	2.3	0.2
Level of Service	D		D	A	A	D	A	A
Approach Delay (s)		43.8		4.7			3.8	
Approach LOS		D		A			A	

Intersection Summary				
HCM Average Control Delay	15.1	HCM Level of Service		B
HCM Volume to Capacity ratio	0.34			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	39.4%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Rocklin Commons
Existing + Project Conditions - Saturday

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

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**********************************************************************************
Intersection #12 Sierra College Boulevard/Dominguez Road
**********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):          0.213
Loss Time (sec):        8 (Y+R=4.0 sec)  Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        22               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  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
Added Vol:      0  218     0     25  201     0      0    0    0      0    0   40
PasserByVol:    0    0     0      0    0     0      0    0    0      0    0    0
Initial Fut:    0  659     0     25  800     0      0    0    0      0    0   40
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  694     0     26  842     0      0    0    0      0    0   42
Reduct Vol:     0    0     0      0    0     0      0    0    0      0    0    0
Reduced Vol:    0  694     0     26  842     0      0    0    0      0    0   42
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  694     0     26  842     0      0    0    0      0    0   46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425   1425 1425  1425   1425 1425 1425   1425 1425 1425
Adjustment:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       0.00 3.00  0.00   1.00 3.00  0.00   0.00 0.00 0.00   2.00 0.00 2.00
Final Sat.:     0 4275     0   1425 4275     0      0    0    0   2850    0 2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.00   0.02 0.20  0.00   0.00 0.00 0.00   0.00 0.00 0.02
Crit Vol:       0              281            0                             23
Crit Moves:  ****           ****                                        ****
**********************************************************************************
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Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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	1 0	1	0 1	1 0	1	0 2	0 1	1	0 0	1 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
Added Vol:	0	112	0	66	104	17	19	0	0	0	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	488	34	105	432	85	103	152	188	44	167	97
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	527	37	113	467	92	111	164	203	48	180	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	527	37	113	467	92	111	164	203	48	180	105
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	527	37	113	467	92	111	164	203	48	180	105
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	1.87	0.13	1.00	1.67	0.33	1.00	2.00	1.00	1.00	0.63	0.37
Final Sat.:	1375	2571	179	1375	2298	452	1375	2750	1375	1375	870	505
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.08	0.20	0.20	0.08	0.06	0.15	0.03	0.21	0.21
Crit Vol:	219					279	111				285	
Crit Moves:	****					****	****				****	

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	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
Added Vol:	0	75	9	0	82	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	408	108	300	394	6	6	16	8	112	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	417	110	306	402	6	6	16	8	114	12	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	417	110	306	402	6	6	16	8	114	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	417	110	306	402	6	6	16	8	114	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	0.79	0.21	1.00	0.99	0.01	0.20	0.53	0.27	0.90	0.10	1.00
Final Sat.:	1500	1186	314	1500	1478	22	300	800	400	1355	145	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.20	0.27	0.27	0.02	0.02	0.02	0.08	0.08	0.19
Crit Vol:		527			306			6				279
Crit Moves:		****			****			****				****

Rocklin Commons
Existing + Project Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
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	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
Added Vol:	10	10	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	298	80	40	181	202	48	43	48	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:	118	311	83	42	189	0	50	45	50	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	311	83	42	189	0	50	45	50	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.:	118	311	83	42	189	0	50	45	50	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	0.67	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	0.53	0.47	1.00	1.00	0.49	0.51
Final Sat.:	1805	2755	740	1805	1900	1900	822	736	1615	1281	863	893
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.02	0.10	0.00	0.06	0.06	0.03	0.10	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.47	0.47	0.10	0.34	0.00	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.29	0.24	0.24	0.24	0.29	0.00	0.17	0.17	0.09	0.29	0.20	0.20
Delay/Veh:	32.5	15.8	15.8	42.5	24.2	0.0	22.5	22.5	21.8	23.8	22.8	22.8
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:	32.5	15.8	15.8	42.5	24.2	0.0	22.5	22.5	21.8	23.8	22.8	22.8
LOS by Move:	C	B	B	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 + Project Conditions - Saturday

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

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

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[12.4]

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	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	
Added Vol:	0	20		0		0	19		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	277		45		88	275		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	284		46		90	282		0		0	0		0		47	0		211	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	284		46		90	282		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:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			330	xxxx	xxxxx	xxxx	xxxx	xxxxx					746	xxxx		284	
Potent Cap.:	xxxx	xxxx	xxxxx			1241	xxxx	xxxxx	xxxx	xxxx	xxxxx					384	xxxx		760	
Move Cap.:	xxxx	xxxx	xxxxx			1241	xxxx	xxxxx	xxxx	xxxx	xxxxx					362	xxxx		760	
Volume/Cap:	xxxx	xxxx	xxxx			0.07	xxxx	xxxx	xxxx	xxxx	xxxx					0.13	xxxx		0.28	
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					16.4	xxxx		11.5	
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		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			A	*	*	*	*	*					*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					12.4				
ApproachLOS:	*					*					*					B				

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

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 4.6 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	0 0	0	0	0	0 0	1	0	0	1 0	0	0
Volume Module:																
Base Vol:	22	0	90		0	0	0		0	52	21		60	56	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	0	90		0	0	0		0	52	21		60	56	0	
Added Vol:	10	0	0		0	0	0		0	19	9		0	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	0	90		0	0	0		0	71	30		60	76	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	35	0	98		0	0	0		0	77	33		65	83	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	35	0	98		0	0	0		0	77	33		65	83	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	307	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		110	xxxx	xxxxx			
Potent Cap.:	689	xxxx	969	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1493	xxxx	xxxxx			
Move Cap.:	665	xxxx	969	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1493	xxxx	xxxxx			
Volume/Cap:	0.05	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.04	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	865	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*		A	*	*			
ApproachDel:		9.9		xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:		A		*			*				*					

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

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[11.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	85	48	0		0	38	96		75	0	173		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:	85	48	0		0	38	96		75	0	173		0	0	0	
Added Vol:	72	0	0		0	0	0		0	0	66		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	157	48	0		0	38	96		75	0	239		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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	171	52	0		0	41	104		82	0	260		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	171	52	0		0	41	104		82	0	260		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	146	xxxx	xxxxx	xxxx	xxxx	xxxxx			487	xxxx	93	xxxx	xxxx	xxxxx		
Potent Cap.:	1449	xxxx	xxxxx	xxxx	xxxx	xxxxx			543	xxxx	969	xxxx	xxxx	xxxxx		
Move Cap.:	1449	xxxx	xxxxx	xxxx	xxxx	xxxxx			489	xxxx	969	xxxx	xxxx	xxxxx		
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx			0.17	xxxx	0.27	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.6	xxxx	1.1	xxxx	xxxx	xxxxx		
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			13.8	xxxx	10.1	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*			B	*	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:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*			*	*	*	*	*	*		
ApproachDel:		xxxxxx			xxxxxx					11.0			xxxxxx			
ApproachLOS:		*			*					B			*			

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

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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	1! 0	0	0	1! 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
Added Vol:	0	85	0	0	92	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	352	19	50	381	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	384	21	55	415	2	2	15	9	41	11	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	384	21	55	415	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	384	21	55	415	2	2	15	9	41	11	51
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	0.95	0.05	1.00	0.99	0.01	0.08	0.59	0.33	0.40	0.11	0.49
Final Sat.:	1425	1352	73	1425	1418	7	119	831	475	570	150	705
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.04	0.29	0.29	0.02	0.02	0.02	0.07	0.07	0.07
Crit Vol:			405	55			2			104		
Crit Moves:			****	****			****			****		

Rocklin Commons
Existing + Project Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.4]

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	1! 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
Added Vol:	0	85	0	0	92	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	363	4	31	380	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	381	4	33	399	0	0	0	0	3	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	381	4	33	399	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	385	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	xxxx	383
Potent Cap.:	xxxx	xxxx	xxxxx	1184	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	xxxx	669
Move Cap.:	xxxx	xxxx	xxxxx	1184	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	669
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	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	592	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4		
ApproachLOS:	*			*			*			B		

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

Rocklin Commons
Existing + Project Conditions - Saturday

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

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Intersection #21 Taylor Road/King Road

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	1	0		1	0	1	0	1		1	0	0	1	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	
Added Vol:	0	75		0			0	82		0			0	0		0			0		0		0	
PasserByVol:	0	0		0			0	0		0			0	0		0			0		0		0	
Initial Fut:	159	349		110			19	326		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	400		126			22	373		56			62	54		196			126		63		202	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Reduced Vol:	182	400		126			22	373		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	400		126			22	373		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	1.74		0.26			1.00	1.00		1.00			1.00		0.24		0.76	
Final Sat.:	1375	1375		1375			1375	2391		359			1375	1375		1375			1375		327		1048	
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.29		0.09			0.02	0.16		0.16			0.04	0.04		0.14			0.09		0.19		0.19	
Crit Vol:		400						22								196			126					
Crit Moves:		****						****								****			****					

****

Rocklin Commons
Existing + Project Conditions - Saturday

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

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Intersection #22 Granite Drive/Project Driveway #2

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.135
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 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	0	1		1	0	2	0	0		0	0	0	0	0		2	0	0	0	1	
Volume Module:																								
Base Vol:	0	204		0			0	262		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	204		0			0	262		0			0	0		0			0		0		0	
Added Vol:	0	7		94			0	6		0			0	0		0			96		0		0	
PasserByVol:	0	0		9			0	0		0			0	0		0			10		0		0	
Initial Fut:	0	211		103			0	268		0			0	0		0			106		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Volume:	0	211		103			0	268		0			0	0		0			106		0		0	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Reduced Vol:	0	211		103			0	268		0			0	0		0			106		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.:	0	211		103			0	268		0			0	0		0			117		0		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	2.00		1.00			1.00	2.00		0.00			0.00	0.00		0.00			2.00		0.00		1.00	
Final Sat.:	0	2850		1425			1425	2850		0			0	0		0			2850		0		1425	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.07		0.07			0.00	0.09		0.00			0.00	0.00		0.00			0.04		0.00		0.00	
Crit Vol:		0						134								0			58					
Crit Moves:		****						****											****					

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