Rocklin Commons Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Blue Areas = Input areas

2001 AM Peak Hour (38% of the Peak Period)

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

2025 AM Peak Hour (38% of the Peak Period)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	591	732	459	163	314	353	842	434
2	389	1,947	0	1,172	705	1,270	0	1,533
3	635	2,172	0	1,270	0	1,198	931	1,947
4	0	1,848	1,267	1,198	463	1,678	0	2,172
5	212	948	219	362	455	275	154	856
6	334	0	333	99	144	0	353	269
7	1,498	832	1,302	263	748	425	1,714	1,008
8	1,714	704	1,077	0	1,302	305	1,886	0
9	1,851	0	1,362	125	1,148	0	1,645	545
10	1,645	1,047	1,451	67	1,362	159	2,483	204
11	1,890	158	1,545	777	2,058	456	1,840	16
12	1,840	291	1,429	0	1,395	291	1,875	0
13	1,856	1,093	1,227	1,153	1,453	439	1,494	1,943
14	1,173	543	347	0	755	578	730	0
15	615	0	483	439	615	0	294	628
16	294	488	411	0	483	193	517	0
17	0	684	228	156	0	235	235	598
18	467	0	767	424	193	0	495	970
19	1,180	512	621	20	1,096	203	864	170
20	1,191	446	644	0	835	230	1,217	0
21	784	747	430	457	388	308	1,097	626
22								

2001 PM Peak Hour (28% of the Peak Period)

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

2025 PM Peak Hour (28% of the Peak Period)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	389	407	1,009	407	703	799	517	192
2	1,164	1,463	0	1,740	790	2,293	0	1,285
3	529	1,522	0	2,293	0	1,550	1,330	1,463
4	0	1,148	951	1,550	535	1592	0	1,522
5	500	499	243	1,004	247	1069	360	568
6	456	0	632	401	622	0	674	194
7	1,021	614	1,946	1,110	1,655	941	1,624	471
8	1624	514	2002	0	1946	764	1430	0
9	1515	0	1780	716	1977	0	1676	359
10	1676	737	1996	879	1780	377	2650	480
11	1978	716	2075	802	3030	695	1668	177
12	1668	608	1974	0	1971	398	1882	0
13	1923	593	1786	1290	1978	1161	1693	759
14	865	400	834	0	1184	421	494	0
15	505	0	639	247	478	0	386	527
16	386	541	530	0	639	225	594	0
17	0	408	207	590	0	644	270	291
18	235	0	520	1042	349	0	887	561
19	1312	201	1067	114	1324	512	831	27
20	1080	304	1431	0	1400	527	888	0
21	375	274	1004	650	632	762	513	396
22								

Rocklin Commons Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Project Driveways don't apply factor

AM Peak Hour DIFFERENCE (2025-2001)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	14	140	0	81	26	0	0	329
2	232	981	0	424	322	473	0	843
3	319	831	0	473	0	541	100	981
4	0	755	244	541	257	451	0	831
5	147	519	115	143	330	65	94	432
6	193	0	215	77	126	0	241	116
7	1,075	326	956	114	568	203	1,171	530
8	1,171	521	794	0	956	260	1,270	0
9	1,242	0	994	109	850	0	1,092	404
10	1,092	575	1,180	67	994	0	1,881	203
11	1,287	158	1,117	695	1,787	456	1,239	0
12	1,239	291	1,002	0	968	291	1,274	0
13	1,255	717	777	542	1,025	243	970	1,054
14	486	308	165	0	357	349	254	0
15	349	0	167	325	337	0	164	340
16	164	243	218	0	167	118	340	0
17	0	436	184	118	0	189	86	463
18	338	0	418	224	162	0	223	595
19	925	450	502	8	940	170	657	119
20	928	361	497	0	604	192	991	0
21	399	433	129	228	198	190	476	327
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	11	111	0	64	20	0	0	260
2	183	775	0	335	254	373	0	666
3	252	656	0	373	0	427	79	775
4	0	597	193	427	203	356	0	656
5	116	410	91	113	261	51	75	342
6	152	0	170	61	99	0	191	92
7	849	258	755	90	449	160	925	418
8	925	412	627	0	755	205	1,004	0
9	981	0	785	86	671	0	863	319
10	863	455	932	67	785	0	1,486	203
11	1,017	158	883	549	1,412	456	978	0
12	978	291	791	0	764	291	1,006	0
13	992	566	614	428	810	192	766	833
14	384	243	131	0	282	276	201	0
15	276	0	132	256	266	0	129	269
16	129	192	172	0	132	93	268	0
17	0	345	145	93	0	149	68	366
18	267	0	330	177	128	0	176	470
19	731	355	396	7	742	134	519	94
20	733	285	393	0	477	152	783	0
21	315	342	102	180	156	150	376	258
22	0	0	0	0	0	0	0	0

PM Peak Hour DIFFERENCE (2025-2001)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	363	0	148	0	117
2	381	501	0	906	352	951	0	486
3	279	413	0	951	0	806	335	501
4	0	405	42	806	157	683	0	413
5	312	137	127	541	164	534	193	225
6	374	0	420	187	453	0	400	130
7	714	261	1,140	514	1,085	237	1,124	183
8	1,124	417	1,183	0	1,140	582	1,001	0
9	1,065	0	1,066	548	1,167	0	1,236	278
10	1,236	474	1,329	878	1,066	186	2,184	480
11	1,512	716	1,351	364	2,363	695	1,264	0
12	1,264	608	1,250	0	1,247	398	1,478	0
13	1,519	369	1,021	705	1,254	806	1,154	400
14	243	140	170	0	272	87	194	0
15	94	0	288	106	155	0	175	157
16	175	133	302	0	288	102	221	0
17	0	329	62	474	0	441	207	217
18	194	0	228	687	231	0	547	332
19	1,073	155	765	83	974	446	645	9
20	743	233	1,121	0	1,020	412	666	0
21	155	124	260	166	294	353	23	35
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	287	0	117	0	92
2	301	396	0	716	278	751	0	384
3	220	326	0	751	0	637	265	396
4	0	320	33	637	124	540	0	326
5	246	108	100	427	130	422	152	178
6	295	0	332	148	358	0	316	103
7	564	206	901	406	857	187	888	145
8	888	329	935	0	901	460	791	0
9	841	0	842	433	922	0	976	220
10	976	374	1,050	878	842	147	1,725	480
11	1,194	716	1,067	288	1,867	695	999	0
12	999	608	988	0	985	398	1,168	0
13	1,200	292	807	557	991	637	912	316
14	192	111	134	0	215	69	153	0
15	74	0	228	84	122	0	138	124
16	138	105	239	0	228	81	175	0
17	0	260	49	374	0	348	164	171
18	153	0	180	543	182	0	432	262
19	848	122	604	66	769	352	510	7
20	587	184	886	0	806	325	526	0
21	122	98	205	131	232	279	18	28
22	0	0	0	0	0	0	0	0

Rocklin Commons Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

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

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

Rocklin Commons Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

2025 AM Peak Hour REFINED VEH. VOLUMES (2006 + Growth)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	617	651	810	282	430	832	817	375
2	598	1,876	40	1,188	961	1,401	25	1,315
3	655	1,857	0	1,405	0	1,204	832	1,881
4	0	1,275	1,500	1,204	460	1,660	0	1,857
5	205	829	241	538	461	451	193	707
6	454	0	346	167	225	0	516	225
7	1,465	693	1,293	393	788	496	1,590	970
8	1,547	555	1,043	58	1,211	309	1,683	0
9	1,623	197	1,379	206	1,141	202	1,499	564
10	1,527	1,041	1,427	67	1,456	241	2,319	203
11	1,850	158	1,442	870	1,907	456	1,804	392
12	1,804	291	1,389	0	1,362	291	1,832	0
13	1,521	872	1,525	853	1,408	414	1,507	1,443
14	1,206	708	472	103	971	866	627	26
15	945	149	795	439	803	118	477	930
16	472	559	575	0	797	241	568	0
17	0	560	433	296	0	383	297	609
18	437	0	625	347	266	0	335	808
19	1,273	472	606	30	1,000	268	989	124
20	1,322	326	651	0	771	224	1,305	0
21	698	666	774	729	862	373	1,044	589
22	0	0	0	0	0	0	0	0

AM 2025 FINAL LINK VOLUMES

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	617	651	810	282	430	832	817	375
2	598	1,876	40	1,188	961	1,401	25	1,315
3	655	1,857	0	1,405	0	1,204	832	1,881
4	0	1,275	1,500	1,204	460	1,660	0	1,857
5	205	829	241	538	461	451	193	707
6	454	0	346	167	225	0	516	225
7	1,465	693	1,293	393	788	496	1,590	970
8	1,547	555	1,043	58	1,211	309	1,683	0
9	1,623	197	1,379	206	1,141	202	1,499	564
10	1,527	1,041	1,427	67	1,456	241	2,319	203
11	1,850	158	1,442	870	1,907	456	1,804	392
12	1,804	291	1,389	0	1,362	291	1,832	0
13	1,521	872	1,525	853	1,408	414	1,507	1,443
14	1,206	708	472	103	971	866	627	26
15	945	149	795	439	803	118	477	930
16	472	559	575	0	797	241	568	0
17	0	560	433	296	0	383	297	609
18	437	0	625	347	266	0	335	808
19	1,273	472	606	30	1,000	268	989	124
20	1,322	326	651	0	771	224	1,305	0
21	698	666	774	729	862	373	1,044	589
22	0	0	0	0	0	0	0	0

2025 PM Peak Hour REFINED VEH. VOLUMES (2006 + Growth)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	457	698	861	1,132	302
2	1,163	1,767	72	1,648	1,111	1,951	79	1,509
3	532	1,931	0	1,953	0	1,375	1,286	1,756
4	0	1,496	1,184	1,375	455	1,669	0	1,931
5	459	614	190	875	194	907	246	792
6	516	0	655	271	711	0	576	157
7	1,040	715	1,825	960	1,596	771	1,533	640
8	1,486	496	1,601	87	1,560	643	1,467	0
9	1,482	167	1,536	774	1,614	174	1,770	403
10	1,765	853	1,648	878	1,561	398	2,621	480
11	2,090	716	1,788	530	2,465	695	1,702	558
12	1,702	608	1,793	0	1,790	398	1,871	0
13	1,850	491	1,761	1,367	1,796	991	1,851	831
14	1,020	773	722	27	1,270	594	647	31
15	711	262	866	272	642	271	547	649
16	537	617	573	0	899	299	531	0
17	0	431	264	588	0	484	428	371
18	251	0	401	846	311	0	717	470
19	1,212	229	1,132	105	1,365	468	827	16
20	948	244	1,449	0	1,422	376	843	0
21	389	308	963	606	613	512	669	473
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	457	698	861	1,132	302
2	1,163	1,767	72	1,648	1,111	1,951	79	1,509
3	532	1,931	0	1,953	0	1,375	1,286	1,756
4	0	1,496	1,184	1,375	455	1,669	0	1,931
5	459	614	190	875	194	907	246	792
6	516	0	655	271	711	0	576	157
7	1,040	715	1,825	960	1,596	771	1,533	640
8	1,486	496	1,601	87	1,560	643	1,467	0
9	1,482	167	1,536	774	1,614	174	1,770	403
10	1,765	853	1,648	878	1,561	398	2,621	480
11	2,090	716	1,788	530	2,465	695	1,702	558
12	1,702	608	1,793	0	1,790	398	1,871	0
13	1,850	491	1,761	1,367	1,796	991	1,851	831
14	1,020	773	722	27	1,270	594	647	31
15	711	262	866	272	642	271	547	649
16	537	617	573	0	899	299	531	0
17	0	431	264	588	0	484	428	371
18	251	0	401	846	311	0	717	470
19	1,212	229	1,132	105	1,365	468	827	16
20	948	244	1,449	0	1,422	376	843	0
21	389	308	963	606	613	512	669	473
22	0	0	0	0	0	0	0	0

Rocklin Commons Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

AM 2025 FINAL LINK VOLUMES

POST-PROCESS THESE NUMBERS

Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	810	817	617	430	282	375	651	832
2	40	25	598	961	1,188	1,315	1,876	1,401
3	0	832	655	0	1,405	1,881	1,857	1,204
4	1,500	0	0	460	1,204	1,857	1,275	1,660
5	241	193	205	461	538	707	829	451
6	346	516	454	225	167	225	0	0
7	1,293	1,590	1,465	788	393	970	693	496
8	1,043	1,683	1,547	1,211	58	0	555	309
9	1,379	1,499	1,623	1,141	206	564	197	202
10	1,427	2,319	1,527	1,456	67	203	1,041	241
11	1,442	1,804	1,850	1,907	870	392	158	456
12	1,389	1,832	1,804	1,362	0	0	291	291
13	1,525	1,507	1,521	1,408	853	1,443	872	414
14	472	627	1,206	971	103	26	708	866
15	795	477	945	803	439	930	149	118
16	575	568	472	797	0	0	559	241
17	433	297	0	0	296	609	560	383
18	625	335	437	266	347	808	0	0
19	606	989	1,273	1,000	30	124	472	268
20	651	1,305	1,322	771	0	0	326	224
21	774	1,044	698	862	729	589	666	373
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES

POST-PROCESS THESE NUMBERS

Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	993	1,132	657	698	457	302	964	861
2	72	79	1,163	1,111	1,648	1,509	1,767	1,951
3	0	1,286	532	0	1,953	1,756	1,931	1,375
4	1,184	0	0	455	1,375	1,931	1,496	1,669
5	190	246	459	194	875	792	614	907
6	655	576	516	711	271	157	0	0
7	1,825	1,533	1,040	1,596	960	640	715	771
8	1,601	1,467	1,486	1,560	87	0	496	643
9	1,536	1,770	1,482	1,614	774	403	167	174
10	1,648	2,621	1,765	1,561	878	480	853	398
11	1,788	1,702	2,090	2,465	530	558	716	695
12	1,793	1,871	1,702	1,790	0	0	608	398
13	1,761	1,851	1,850	1,796	1,367	831	491	991
14	722	647	1,020	1,270	27	31	773	594
15	866	547	711	642	272	649	262	271
16	573	531	537	899	0	0	617	299
17	264	428	0	0	588	371	431	484
18	401	717	251	311	846	470	0	0
19	1,132	827	1,212	1,365	105	16	229	468
20	1,449	843	948	1,422	0	0	244	376
21	963	669	389	613	606	473	308	512
22	0	0	0	0	0	0	0	0

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	1 0	1	1	0	0 1
Volume Module:																
Base Vol:	83	299	459		172	405	64		32	201	60		351	227	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:	83	299	459		172	405	64		32	201	60		351	227	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:	83	298	454		171	405	64		32	201	60		348	227	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	298	454		171	405	64		32	201	60		348	227	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	298	454		171	405	64		32	201	60		348	227	98	
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.:	83	298	454		171	405	64		32	201	60		383	227	98	
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	1.73	0.27		1.00	1.54	0.46		1.26	0.74	1.00	
Final Sat.:	1375	2750	1375		1375	2375	375		1375	2118	632		1726	1024	1375	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.11	0.33		0.12	0.17	0.17		0.02	0.09	0.09		0.22	0.22	0.07	
Crit Vol:			454		171					131				305		
Crit Moves:			****		****					****				****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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:	21	10	9		394	7	197		173	999	12		6	1097	778	
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:	21	10	9		394	7	197		173	999	12		6	1097	778	
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:	21	10	9		393	7	191		164	995	12		6	1095	778	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	21	10	9		393	7	191		164	995	12		6	1095	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	10	9		393	7	191		164	995	12		6	1095	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	21	10	9		432	7	191		164	995	12		6	1095	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	0.53	0.47		1.97	0.03	1.00		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	1375	724	651		2706	44	1375		1375	2717	33		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.01		0.16	0.16	0.14		0.12	0.37	0.37		0.00	0.40	0.00	
Crit Vol:	21				220				164					547		
Crit Moves:	****				****				****					****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 55 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		247	2	406		0	957	446		384	1474	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		247	2	406		0	957	446		384	1474	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		247	2	404		0	953	445		384	1474	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		247	2	404		0	953	445		384	1474	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		247	2	404		0	953	445		384	1474	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		247	2	404		0	953	445		384	1474	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.85	0.85	0.85		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1615	8	1609		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.25	0.25		0.00	0.26	0.28		0.21	0.41	0.00	
Crit Moves:						****					****		****			
Green/Cycle:	0.00	0.00	0.00		0.32	0.32	0.32		0.00	0.35	0.35		0.27	0.62	0.00	
Volume/Cap:	0.00	0.00	0.00		0.48	0.79	0.79		0.00	0.75	0.79		0.79	0.66	0.00	
Delay/Veh:	0.0	0.0	0.0		28.1	38.8	38.8		0.0	31.3	36.3		42.1	12.9	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		28.1	38.8	38.8		0.0	31.3	36.3		42.1	12.9	0.0	
LOS by Move:	A	A	A		C	D	D		A	C	D		D	B	A	
HCM2kAvgQ:	0	0	0		6	13	13		0	15	14		13	16	0	

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.082
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 50.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1!	0	1	0	0	0	0	0	1	0	2	0	0	
Volume Module:																
Base Vol:	679	3	818		0	0	0		361	842	0		0	1178	96	
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:	679	3	818		0	0	0		361	842	0		0	1178	96	
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:	679	3	818		0	0	0		358	841	0		0	1178	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	679	3	818		0	0	0		358	841	0		0	1178	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	679	3	818		0	0	0		358	841	0		0	1178	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	679	3	818		0	0	0		358	841	0		0	1178	96	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		0.95	0.95	1.00		1.00	0.94	0.94	
Lanes:	1.45	0.01	1.54		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.85	0.15	
Final Sat.:	2360	6	2510		0	0	0		1805	3610	0		0	3301	269	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.46	0.33		0.00	0.00	0.00		0.20	0.23	0.00		0.00	0.36	0.36	
Crit Moves:		****								****					****	
Green/Cycle:	0.43	0.43	0.43		0.00	0.00	0.00		0.18	0.51	0.00		0.00	0.33	0.33	
Volume/Cap:	0.67	1.08	0.76		0.00	0.00	0.00		1.08	0.45	0.00		0.00	1.08	1.08	
Delay/Veh:	23.9	78.4	26.2		0.0	0.0	0.0		114.2	15.6	0.0		0.0	85.0	85.0	
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:	23.9	78.4	26.2		0.0	0.0	0.0		114.2	15.6	0.0		0.0	85.0	85.0	
LOS by Move:	C	E	C		A	A	A		F	B	A		A	F	F	
HCM2kAvgQ:	12	35	15		0	0	0		19	9	0		0	32	32	

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	33	143		64			44	36		125			148	343		46			111	549		169		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	33	143		64			44	36		125			148	343		46			111	549		169		
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:	33	142		64			44	34		125			148	341		46			111	548		169		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	33	142		64			44	34		125			148	341		46			111	548		169		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	33	142		64			44	34		125			148	341		46			111	548		169		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	33	142		64			44	34		125			148	341		46			111	548		169		
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425			1425	1425		1425			1425	1425		1425			1425	1425		1425		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.38		0.62			1.00	1.00		1.00			1.00	0.88		0.12			1.00	1.00		1.00		
Final Sat.:	1425	1965		885			1425	1425		1425			1425	1256		169			1425	1425		1425		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.07		0.07			0.03	0.02		0.09			0.10	0.27		0.27			0.08	0.38		0.12		
Crit Vol:	33									125			148							548				
Crit Moves:	****									****			****							****				

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.3]

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Uncontrolled							Uncontrolled							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Lanes:	1	0	2	0	0			0	0	1	1	0			1	0	0	1	0			0	0	0	0	0		
Volume Module:																												
Base Vol:	167	177		0				0	397		58				48		0	118				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:	167	177		0				0	397		58				48		0	118				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:	167	166		0				0	389		57				46		0	118				0		0		0		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00	1.00				1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00	1.00				1.00		1.00		1.00		
PHF Volume:	167	166		0				0	389		57				46		0	118				0		0		0		
Reduct Vol:	0	0		0				0	0		0				0		0	0				0		0		0		
Final Vol.:	167	166		0				0	389		57				46		0	118				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:	446	xxxx	xxxxx	xxxx	xxxx	xxxxx									835	xxxx		223	xxxx	xxxx	xxxxx							
Potent Cap.:	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx									310	xxxx		787	xxxx	xxxx	xxxxx							
Move Cap.:	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx									275	xxxx		787	xxxx	xxxx	xxxxx							
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx									0.17	xxxx		0.15	xxxx	xxxx	xxxx							
Level Of Service Module:																												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx									0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx									20.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*									C	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT				LT	-	LTR	-	RT		LT	-	LTR	-	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx									xxxx	xxxx		787	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									xxxxx	xxxx		0.5	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									xxxxx	xxxx		10.4	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*									*	*		B	*	*	*							
ApproachDel:	xxxxxx			xxxxxx											13.3				xxxxxx									
ApproachLOS:	*			*											B				*									

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 1.022
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	359	649	282	35	1131	302	92	179	122	337	309	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:	359	649	282	35	1131	302	92	179	122	337	309	47
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:	357	637	267	35	1113	302	92	179	119	313	309	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	357	637	267	35	1113	302	92	179	119	313	309	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	637	267	35	1113	302	92	179	119	313	309	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	357	637	267	35	1113	302	92	179	119	313	309	47
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.26	0.23	0.19	0.03	0.40	0.22	0.07	0.13	0.09	0.23	0.22	0.03
Crit Vol:	357				557			179		313		
Crit Moves:	****				****			****		****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.586
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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	928	113	196	1353	0	0	0	58	272	0	283
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	928	113	196	1353	0	0	0	58	272	0	283
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	899	98	196	1308	0	0	0	58	249	0	283
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	899	98	196	1308	0	0	0	58	249	0	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	899	98	196	1308	0	0	0	58	249	0	283
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	899	98	196	1308	0	0	0	58	249	0	283
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	2.71	0.29	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3855	420	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.31	0.00	0.00	0.00	0.04	0.17	0.00	0.20
Crit Vol:			332	196					58	249		
Crit Moves:			****	****					****	****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

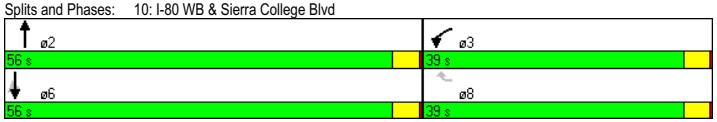
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	351	966	67		117	1319	184		129	18	60		120	30	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:	351	966	67		117	1319	184		129	18	60		120	30	47	
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:	350	933	67		117	1253	182		119	18	59		120	30	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	350	933	67		117	1253	182		119	18	59		120	30	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	350	933	67		117	1253	182		119	18	59		120	30	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	350	933	67		117	1253	182		119	18	65		120	30	47	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.80	0.20		1.00	2.62	0.38		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	3849	276		1375	3602	523		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.24	0.24		0.09	0.35	0.35		0.09	0.01	0.02		0.09	0.02	0.03	
Crit Vol:	350						478		119						47	
Crit Moves:	****						****		****						****	

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Volume (vph)	742	0	331	0	1107	241	0	1158	368	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275	175	0		300	0		0	0	0
Storage Lanes		2	1	0		1	0		1	0	0
Taper Length (ft)		25	25	25		25	25		25	25	25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850			0.850			0.850		
Flt Protected	0.950										
Satd. Flow (prot)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Flt Permitted	0.950										
Satd. Flow (perm)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			74			241			368		
Link Speed (mph)		45			50			50		30	
Link Distance (ft)		325			1678			521		221	
Travel Time (s)		4.9			22.9			7.1		5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	742	0	331	0	1107	241	0	1158	368	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	742	0	331	0	1107	241	0	1158	368	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		24			24			24		0	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1		1		1	1		1	1		
Detector Template											
Leading Detector (ft)	50		50		50	50		50	50		
Trailing Detector (ft)	0		0		0	0		0	0		
Detector 1 Position(ft)	0		0		0	0		0	0		
Detector 1 Size(ft)	50		50		50	50		50	50		
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Turn Type	Prot		custom			Free			Perm		
Protected Phases	3				2			6			
Permitted Phases			8			Free			6		
Detector Phase	3		8		2			6	6		
Switch Phase											
Minimum Initial (s)	4.0		4.0		4.0			4.0	4.0		
Minimum Split (s)	8.0		20.0		20.0			20.0	20.0		
Total Split (s)	39.0	0.0	39.0	0.0	56.0	0.0	0.0	56.0	56.0	0.0	0.0
Total Split (%)	41.1%	0.0%	41.1%	0.0%	58.9%	0.0%	0.0%	58.9%	58.9%	0.0%	0.0%

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Maximum Green (s)	35.0		35.0		52.0			52.0	52.0		
Yellow Time (s)	3.5		3.5		3.5			3.5	3.5		
All-Red Time (s)	0.5		0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0		3.0			3.0	3.0		
Recall Mode	None		None		C-Max			C-Max	C-Max		
Walk Time (s)			5.0		5.0			5.0	5.0		
Flash Dont Walk (s)			11.0		11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0		0			0	0		
Act Effct Green (s)	26.7		26.7		60.3	95.0		60.3	60.3		
Actuated g/C Ratio	0.28		0.28		0.63	1.00		0.63	0.63		
v/c Ratio	0.77		0.66		0.34	0.15		0.52	0.32		
Control Delay	36.8		29.4		3.7	0.2		3.6	0.7		
Queue Delay	0.0		0.0		0.0	0.0		0.4	0.0		
Total Delay	36.8		29.4		3.7	0.2		4.0	0.7		
LOS	D		C		A	A		A	A		
Approach Delay					3.1			3.2			
Approach LOS					A			A			

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 92 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

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

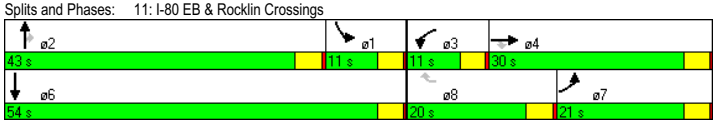


Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	387	191	296	52	68	36	900	414	143	115	1423	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			36			143			362
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	387	191	296	52	68	36	900	414	143	115	1423	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	191	296	52	68	36	900	414	143	115	1423	362
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Detector Phase	7	4	4	3	8		2		2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0		20.0	8.0	20.0	
Total Split (s)	21.0	30.0	30.0	11.0	20.0	0.0	43.0	0.0	43.0	11.0	54.0	0.0
Total Split (%)	22.1%	31.6%	31.6%	11.6%	21.1%	0.0%	45.3%	0.0%	45.3%	11.6%	56.8%	0.0%

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	17.0	26.0	26.0	7.0	16.0		39.0		39.0	7.0	50.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max		C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0		5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0		11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0		0		0	
Act Effct Green (s)	16.1	18.8	18.8	6.7	9.4	95.0	48.4	95.0	48.4	7.0	59.4	95.0
Actuated g/C Ratio	0.17	0.20	0.20	0.07	0.10	1.00	0.51	1.00	0.51	0.07	0.63	1.00
v/c Ratio	0.67	0.27	0.78	0.42	0.43	0.02	0.35	0.26	0.16	0.45	0.64	0.23
Control Delay	42.5	32.0	39.9	52.7	48.0	0.0	6.5	0.5	1.9	40.0	7.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	32.0	39.9	52.7	48.0	0.0	6.5	0.5	1.9	40.0	7.9	0.3
LOS	D	C	D	D	D	A	A	A	A	D	A	A
Approach Delay		39.3					4.4				8.4	
Approach LOS		D					A				A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 4 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

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



Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1309	84	207	1595	0	0	0	0	237	0	54
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	1309	84	207	1595	0	0	0	0	237	0	54
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	1266	84	204	1567	0	0	0	0	237	0	46
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	1266	84	204	1567	0	0	0	0	237	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1266	84	204	1567	0	0	0	0	237	0	46
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	1266	84	204	1567	0	0	0	0	261	0	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:	0.00	2.81	0.19	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4009	266	1425	4275	0	0	0	0	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.14	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.02
Crit Vol:		450		204				0		130		
Crit Moves:		****		****						****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	615	870	47	157	1071	285	291	209	350	86	543	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	615	870	47	157	1071	285	291	209	350	86	543	247
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:	615	848	47	148	1057	283	287	209	350	86	543	233
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:	615	848	47	148	1057	283	287	209	350	86	543	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	848	47	148	1057	283	287	209	350	86	543	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	677	848	47	163	1057	283	316	209	350	95	543	233
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.40	0.60
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1924	826
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.03	0.06	0.26	0.21	0.11	0.08	0.25	0.03	0.28	0.28
Crit Vol:	338				352		158					388
Crit Moves:	****				****		****					****

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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):	0.972
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	6	353	111	685	521	5	11	70	22	83	15	606
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	353	111	685	521	5	11	70	22	83	15	606
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	343	110	685	505	5	11	70	22	81	15	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	343	110	685	505	5	11	70	22	81	15	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	343	110	685	505	5	11	70	22	81	15	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	343	110	685	505	5	11	70	22	81	15	606
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	0.76	0.24	1.00	0.99	0.01	0.11	0.68	0.21	0.84	0.16	1.00
Final Sat.:	1375	1041	334	1375	1362	13	147	934	294	1160	215	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.50	0.37	0.37	0.07	0.07	0.07	0.07	0.07	0.44
Crit Vol:		453		685					103		96	
Crit Moves:		****		****					****		****	

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	33	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:	196	551	48	15	280	650	219	54	166	32	84	33
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:	196	551	48	15	280	650	219	54	166	32	84	33
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:	194	549	48	15	279	650	219	54	165	32	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	549	48	15	279	0	219	54	165	32	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	549	48	15	279	0	219	54	165	32	84	33
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.:	194	549	48	15	279	0	219	54	165	32	84	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	1.00	0.66	0.66	0.85	0.48	0.96	0.96
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	0.80	0.20	1.00	1.00	0.72	0.28
Final Sat.:	1805	3280	287	1805	1900	1900	1011	249	1615	910	1307	513
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.01	0.15	0.00	0.22	0.22	0.10	0.04	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.21	0.47	0.47	0.02	0.29	0.00	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.51	0.35	0.35	0.35	0.51	0.00	0.51	0.51	0.24	0.08	0.15	0.15
Delay/Veh:	36.2	16.8	16.8	53.1	30.6	0.0	22.1	22.1	18.7	17.3	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	16.8	16.8	53.1	30.6	0.0	22.1	22.1	18.7	17.3	17.9	17.9
LOS by Move:	D	B	B	D	C	A	C	C	B	B	B	B
HCM2kAvgQ:	6	6	6	1	7	0	7	7	3	1	2	2

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

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

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: D[33.4]

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	437		137	105	370		0	0		0	198		0	360									
Growth Adj:	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	437		137	105	370		0	0		0	198		0	360									
Added Vol:	0	-4		0	0	-3		0	0		0	0		0	0									
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0									
Initial Fut:	0	433		137	105	367		0	0		0	198		0	360									
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00									
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00									
PHF Volume:	0	433		137	105	367		0	0		0	198		0	360									
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0									
Final Vol.:	0	433		137	105	367		0	0		0	198		0	360									
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		570	xxxx	xxxxx		xxxx	xxxx	xxxxx		1010	xxxx		433								
Potent Cap.:	xxxx	xxxx	xxxxx		1013	xxxx	xxxxx		xxxx	xxxx	xxxxx		268	xxxx		627								
Move Cap.:	xxxx	xxxx	xxxxx		1013	xxxx	xxxxx		xxxx	xxxx	xxxxx		246	xxxx		627								
Volume/Cap:	xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.81	xxxx		0.57								
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		6.1	xxxx		3.6								
Control Del:	xxxxx	xxxx	xxxxx		9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		61.1	xxxx		18.2								
LOS by Move:	*	*	*		A	*	*		*	*	*		F	*		C								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx		9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*									
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				33.4											
ApproachLOS:	*				*				*				D											

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 35.9 Worst Case Level Of Service: F[103.2]

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:	215	0	218		0	0		0	0		165	131		166	394		0							
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Initial Bse:	215	0	218		0	0		0	165		131	166		394	0									
Added Vol:	-2	0	0		0	0		0	-3		-1	0		-4	0									
PasserByVol:	0	0	0		0	0		0	0		0	0		0	0									
Initial Fut:	213	0	218		0	0		0	162		130	166		390	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									
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00									
PHF Volume:	213	0	218		0	0		0	162		130	166		390	0									
Reduct Vol:	0	0	0		0	0		0	0		0	0		0	0									
Final Vol.:	213	0	218		0	0		0	162		130	166		390	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:	949	xxxx	227		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		292	xxxx	xxxxx									
Potent Cap.:	291	xxxx	817		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1281	xxxx	xxxxx									
Move Cap.:	260	xxxx	817		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1281	xxxx	xxxxx									
Volume/Cap:	0.82	xxxx	0.27		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.13	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.4	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx									
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	396	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	15.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.4	xxxx	xxxxx									
Shrd ConDel:	xxxxx	103	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx									
Shared LOS:	*	F	*		*	*	*		*	*	*		A	*	*									
ApproachDel:	103.2				xxxxxx				xxxxxx				xxxxxx											
ApproachLOS:	F				*				*				*											

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 93.5 Worst Case Level Of Service: F[367.8]

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:	530	95	0	0	159	278	170	0	176	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:	530	95	0	0	159	278	170	0	176	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:	516	95	0	0	159	278	170	0	167	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	516	95	0	0	159	278	170	0	167	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	516	95	0	0	159	278	170	0	167	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:	437	xxxx	xxxxx	xxxx	xxxx	xxxxx	1425	xxxx	298	xxxx	xxxx	xxxxx				
Potent Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	xxxx	746	xxxx	xxxx	xxxxx				
Move Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	74	xxxx	746	xxxx	xxxx	xxxxx				
Volume/Cap:	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	2.31	xxxx	0.22	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	16.0	xxxx	0.9	xxxx	xxxx	xxxxx				
Control Del:	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	718.0	xxxx	11.2	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			367.8			xxxxxx						
ApproachLOS:	*			*			F			*						

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.729
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	- T	- R			L	- T	- R			L	- T	- R			L	- T	- R		
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
Lanes:	1	0 1	1	0		1	0 1	1	0		0	0 1!	0	0		0	0 1!	0	0	
Volume Module:																				
Base Vol:	4	611	18	235	918	80	10	16	4	67	39	380								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	4	611	18	235	918	80	10	16	4	67	39	380								
Added Vol:	0	-12	0	0	-18	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	4	599	18	235	900	80	10	16	4	67	39	380								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	4	599	18	235	900	80	10	16	4	67	39	380								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	4	599	18	235	900	80	10	16	4	67	39	380								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	4	599	18	235	900	80	10	16	4	67	39	380								
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	0.33	0.54	0.13	0.14	0.08	0.78								
Final Sat.:	1425	2767	83	1425	2617	233	475	760	190	196	114	1114								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.22	0.22	0.16	0.34	0.34	0.02	0.02	0.02	0.34	0.34	0.34								
Crit Vol:		309		235			10				486									
Crit Moves:		****		****			****				****									

Rocklin Commons
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 46.4 Worst Case Level Of Service: F[332.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	574		15	208	1191		0	0		0	0	114		0	197
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	574		15	208	1191		0	0		0	0	114		0	197
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	562		15	208	1173		0	0		0	0	114		0	197
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	562		15	208	1173		0	0		0	0	114		0	197
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	562		15	208	1173		0	0		0	0	114		0	197
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	577	xxxx		xxxxx	xxxx		xxxx	xxxxx	1572		xxxx	289
Potent Cap.:	xxxx	xxxx		xxxxx	1006	xxxx		xxxxx	xxxx		xxxx	xxxxx	103		xxxx	714
Move Cap.:	xxxx	xxxx		xxxxx	1006	xxxx		xxxxx	xxxx		xxxx	xxxxx	87		xxxx	714
Volume/Cap:	xxxx	xxxx		xxxx	0.21	xxxx		xxxx	xxxx		xxxx	xxxx	1.32		xxxx	0.28
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.8	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	9.5	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		195	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		20.2	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		332	xxxxx
Shared LOS:	*	*		*	*	*		*	*		*	*	*		F	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				332.2			
ApproachLOS:	*				*				*				F			

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.984
Loss Time (sec): 0 (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	1 0	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	322	370		82	136	562		0	273	155		301	181	267		218
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:	322	370		82	136	562		0	273	155		301	181	267		218
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:	322	360		82	136	546		0	273	155		301	181	267		218
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:	322	360		82	136	546		0	273	155		301	181	267		218
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	322	360		82	136	546		0	273	155		301	181	267		218
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.:	322	360		82	136	546		0	273	155		301	181	267		218
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	1.63		0.37	1.00	2.00		0.00	1.00	1.00		1.00	1.00	0.55		0.45
Final Sat.:	1375	2240		510	1375	2750		0	1375	1375		1375	1375	757		618
Capacity Analysis Module:																
Vol/Sat:	0.23	0.16		0.16	0.10	0.20		0.00	0.20	0.11		0.22	0.13	0.35		0.35
Crit Vol:	322				273				273				485			
Crit Moves:	****				****				****				****			

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 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:	67	428	473		102	508	31		90	286	69		555	205	181	
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:	67	428	473		102	508	31		90	286	69		555	205	181	
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:	67	426	454		99	506	31		90	286	69		535	205	178	
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:	67	426	454		99	506	31		90	286	69		535	205	178	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	426	454		99	506	31		90	286	69		535	205	178	
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.:	67	426	454		99	506	31		90	286	69		589	205	178	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.61	0.39		1.48	0.52	1.00	
Final Sat.:	1375	2750	1375		1375	2591	159		1375	2215	535		2040	710	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.33		0.07	0.20	0.20		0.07	0.13	0.13		0.29	0.29	0.13	
Crit Vol:			454		99						178		397			
Crit Moves:			****		****						****		****			

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
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:	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	13	36		672	14	477		378	1243	28		37	1009	721	
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	13	36		672	14	477		378	1243	28		37	1009	721	
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	13	36		665	14	443		347	1231	28		37	996	721	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	23	13	36		665	14	443		347	1231	28		37	996	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	13	36		665	14	443		347	1231	28		37	996	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	23	13	36		732	14	443		347	1231	28		37	996	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	0.27	0.73		1.96	0.04	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1375	365	1010		2698	52	1375		1375	2689	61		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04		0.27	0.27	0.32		0.25	0.46	0.46		0.03	0.36	0.00	
Crit Vol:			49				443		347					498		
Crit Moves:			****				****		****					****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	1.069		
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.2		
Optimal Cycle:	180	Level Of Service:	D		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	111	3	417	0	1264	693	589	1339	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	111	3	417	0	1264	693	589	1339	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	111	3	407	0	1252	686	589	1336	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	111	3	407	0	1252	686	589	1336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	3	407	0	1252	686	589	1336	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	111	3	407	0	1252	686	589	1336	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	0.07	0.25	0.25	0.00	0.35	0.42	0.33	0.37	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.40	0.40	0.31	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	1.07	1.07	0.00	0.87	1.07	1.07	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	31.7	104	103.5	0.0	34.0	85.5	92.8	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	104	103.5	0.0	34.0	85.5	92.8	7.2	0.0
LOS by Move:	A	A	A	C	F	F	A	C	F	F	A	A
HCM2kAvgQ:	0	0	0	3	20	20	0	22	31	28	10	0

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	1.022		
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.0		
Optimal Cycle:	180	Level Of Service:	D		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	559	1	624	0	0	0	330	1044	0	0	1372	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	1	624	0	0	0	330	1044	0	0	1372	124
Added Vol:	0	0	0	0	0	0	-10	-2	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	1	624	0	0	0	320	1042	0	0	1369	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1	624	0	0	0	320	1042	0	0	1369	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1	624	0	0	0	320	1042	0	0	1369	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	559	1	624	0	0	0	320	1042	0	0	1369	124
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	1.83	0.17
Final Sat.:	2393	3	2482	0	0	0	1805	3610	0	0	3270	296
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.25	0.00	0.00	0.00	0.18	0.29	0.00	0.00	0.42	0.42
Crit Moves:		****						****			****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.00	0.17	0.58	0.00	0.00	0.41	0.41
Volume/Cap:	0.66	1.02	0.70	0.00	0.00	0.00	1.02	0.49	0.00	0.00	1.02	1.02
Delay/Veh:	27.9	64.2	29.0	0.0	0.0	0.0	97.9	12.4	0.0	0.0	58.7	58.7
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:	27.9	64.2	29.0	0.0	0.0	0.0	97.9	12.4	0.0	0.0	58.7	58.7
LOS by Move:	C	E	C	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	11	26	12	0	0	0	16	10	0	0	33	33

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	40	64	87	82	141	235	88	737	52	53	517	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	64	87	82	141	235	88	737	52	53	517	42
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:	39	58	87	81	135	235	88	731	51	53	511	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	58	87	81	135	235	88	731	51	53	511	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	58	87	81	135	235	88	731	51	53	511	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	58	87	81	135	235	88	731	51	53	511	41
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	1332	93	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.06	0.09	0.16	0.06	0.55	0.55	0.04	0.36	0.03
Crit Vol:	39					235			782	53		
Crit Moves:	****					****			****	****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[19.0]

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	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	80	576	0	0	440	76	135	0	136	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:	80	576	0	0	440	76	135	0	136	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:	80	539	0	0	393	69	129	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	539	0	0	393	69	129	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	80	539	0	0	393	69	129	0	136	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:	462	xxxx	xxxxx	xxxx	xxxx	xxxxx	857	xxxx	231	xxxx	xxxx	xxxxx
Potent Cap.:	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx	300	xxxx	777	xxxx	xxxx	xxxxx
Move Cap.:	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	777	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	777	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.955
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	212	1246	360	29	865	151	302	382	275	393	276	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1246	360	29	865	151	302	382	275	393	276	48
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:	202	1179	272	29	803	151	302	382	265	312	276	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1179	272	29	803	151	302	382	265	312	276	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1179	272	29	803	151	302	382	265	312	276	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	202	1179	272	29	803	151	302	382	265	312	276	48
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.20	0.02	0.29	0.11	0.22	0.28	0.19	0.23	0.20	0.03
Crit Vol:		590		29				382		312		
Crit Moves:		****		****				****		****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.737
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	1273	329	314	1170	0	0	0	87	210	0	286
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	1273	329	314	1170	0	0	0	87	210	0	286
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	1107	245	314	1017	0	0	0	87	132	0	286
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	1107	245	314	1017	0	0	0	87	132	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1107	245	314	1017	0	0	0	87	132	0	286
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	1107	245	314	1017	0	0	0	87	132	0	286
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	2.46	0.54	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3500	775	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.22	0.24	0.00	0.00	0.00	0.06	0.09	0.00	0.20
Crit Vol:			451	314			0					286
Crit Moves:			****	****			****					****

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

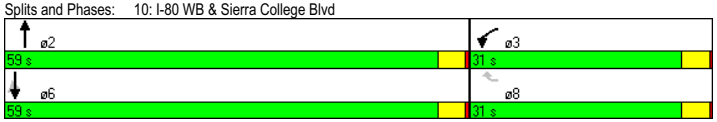
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	217	1252	69		73	1243	166		325	32	417		111	20		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:	217	1252	69		73	1243	166		325	32	417		111	20		37
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:	212	1063	69		73	1017	161		264	32	413		111	20		37
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	212	1063	69		73	1017	161		264	32	413		111	20		37
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	212	1063	69		73	1017	161		264	32	413		111	20		37
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00		1.00
Final Vol.:	212	1063	69		73	1017	161		264	32	454		111	20		37
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375		1375
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	2.82	0.18		1.00	2.59	0.41		1.00	1.00	2.00		1.00	1.00		1.00
Final Sat.:	1375	3874	251		1375	3561	564		1375	1375	2750		1375	1375		1375
Capacity Analysis Module:																
Vol/Sat:	0.15	0.27	0.27		0.05	0.29	0.29		0.19	0.02	0.17		0.08	0.01		0.03
Crit Vol:	212						393				227		111			
Crit Moves:	****						****				****		****			

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Volume (vph)	520	0	288	0	978	398	0	1303	229	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275	175	0		300	0		0	0	0
Storage Lanes		2	1	0		1	0		1	0	0
Taper Length (ft)		25	25	25		25	25		25	25	25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850			0.850			0.850		
Flt Protected	0.950										
Satd. Flow (prot)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Flt Permitted	0.950										
Satd. Flow (perm)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			132			398			229		
Link Speed (mph)		45			50			50		30	
Link Distance (ft)		325			1678			521		221	
Travel Time (s)		4.9			22.9			7.1		5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	520	0	288	0	978	398	0	1303	229	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	520	0	288	0	978	398	0	1303	229	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		24			24			24		0	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1		1		1	1		1	1		
Detector Template											
Leading Detector (ft)	50		50		50	50		50	50		
Trailing Detector (ft)	0		0		0	0		0	0		
Detector 1 Position(ft)	0		0		0	0		0	0		
Detector 1 Size(ft)	50		50		50	50		50	50		
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Turn Type	Prot		custom			Free			Perm		
Protected Phases	3				2			6			
Permitted Phases			8			Free			6		
Detector Phase	3		8		2			6	6		
Switch Phase											
Minimum Initial (s)	4.0		4.0		4.0			4.0	4.0		
Minimum Split (s)	8.0		20.0		20.0			20.0	20.0		
Total Split (s)	31.0	0.0	31.0	0.0	59.0	0.0	0.0	59.0	59.0	0.0	0.0
Total Split (%)	34.4%	0.0%	34.4%	0.0%	65.6%	0.0%	0.0%	65.6%	65.6%	0.0%	0.0%

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Maximum Green (s)	27.0		27.0		55.0			55.0	55.0		
Yellow Time (s)	3.5		3.5		3.5			3.5	3.5		
All-Red Time (s)	0.5		0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0		3.0			3.0	3.0		
Recall Mode	None		None		C-Max			C-Max	C-Max		
Walk Time (s)			5.0		5.0			5.0	5.0		
Flash Dont Walk (s)			11.0		11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0		0			0	0		
Act Effct Green (s)	19.0		19.0		63.0	90.0		63.0	63.0		
Actuated g/C Ratio	0.21		0.21		0.70	1.00		0.70	0.70		
v/c Ratio	0.72		0.66		0.27	0.25		0.53	0.19		
Control Delay	38.6		24.3		1.1	0.3		7.9	1.3		
Queue Delay	0.0		0.0		0.0	0.0		0.5	0.0		
Total Delay	38.6		24.3		1.1	0.3		8.3	1.3		
LOS	D		C		A	A		A	A		
Approach Delay					0.9			7.3			
Approach LOS					A			A			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

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

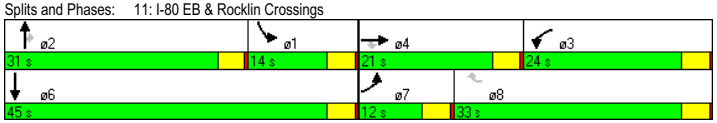


Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	205	58	230	323	168	930	539	239	213	1225	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58			168			239			385
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	155	205	58	230	323	168	930	539	239	213	1225	385
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	205	58	230	323	168	930	539	239	213	1225	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Detector Phase	7	4	4	3	8		2		2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0		20.0	8.0	20.0	
Total Split (s)	12.0	21.0	21.0	24.0	33.0	0.0	31.0	0.0	31.0	14.0	45.0	0.0
Total Split (%)	13.3%	23.3%	23.3%	26.7%	36.7%	0.0%	34.4%	0.0%	34.4%	15.6%	50.0%	0.0%

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	8.0	17.0	17.0	20.0	29.0		27.0		27.0	10.0	41.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max		C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0		5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0		11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0		0		0	
Act Effct Green (s)	7.8	10.5	10.5	20.3	23.0	90.0	33.2	90.0	33.2	10.0	47.2	90.0
Actuated g/C Ratio	0.09	0.12	0.12	0.23	0.26	1.00	0.37	1.00	0.37	0.11	0.52	1.00
v/c Ratio	0.52	0.50	0.25	0.58	0.80	0.11	0.50	0.34	0.33	0.56	0.66	0.24
Control Delay	46.1	41.1	12.6	36.6	45.8	0.1	24.1	0.6	4.6	38.5	13.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	41.1	12.6	36.6	45.8	0.1	24.1	0.6	4.6	38.5	13.9	0.3
LOS	D	D	B	D	D	A	C	A	A	D	B	A
Approach Delay		39.0					13.9				13.9	
Approach LOS		D					B				B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

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



Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	1650	125		273	1409	0		0	0	0		461	0	140	
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	1650	125		273	1409	0		0	0	0		461	0	140	
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	1502	125		253	1249	0		0	0	0		461	0	113	
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	1502	125		253	1249	0		0	0	0		461	0	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1502	125		253	1249	0		0	0	0		461	0	113	
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	1502	125		253	1249	0		0	0	0		507	0	124	
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	2.77	0.23		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3947	328		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.38		0.18	0.29	0.00		0.00	0.00	0.00		0.18	0.00	0.04	
Crit Vol:		542			253						0		254			
Crit Moves:		****			****								****			

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	337	1308	120		339	1313	194		364	532	470		68	300	124	
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:	337	1308	120		339	1313	194		364	532	470		68	300	124	
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:	337	1232	120		287	1231	180		351	532	470		68	300	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	337	1232	120		287	1231	180		351	532	470		68	300	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	1232	120		287	1231	180		351	532	470		68	300	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	371	1232	120		316	1231	180		386	532	470		75	300	76	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	1.60	0.40	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	2750	1375		2750	2194	556	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.30	0.09		0.11	0.30	0.13		0.14	0.19	0.34		0.03	0.14	0.14	
Crit Vol:	185					410					470		37			
Crit Moves:	****					****					****		****			

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	597	117	465	544	10	7	11	9	94	12	666
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	597	117	465	544	10	7	11	9	94	12	666
Added Vol:	0	-60	-7	0	-55	0	0	0	0	-7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	537	110	465	489	10	7	11	9	87	12	666
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	537	110	465	489	10	7	11	9	87	12	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	537	110	465	489	10	7	11	9	87	12	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	537	110	465	489	10	7	11	9	87	12	666
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	0.83	0.17	1.00	0.98	0.02	0.26	0.41	0.33	0.88	0.12	1.00
Final Sat.:	1375	1141	234	1375	1347	28	356	560	458	1208	167	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.34	0.36	0.36	0.02	0.02	0.02	0.07	0.07	0.48
Crit Vol:			647		0				27			666
Crit Moves:			****	****					****			****

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	27	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	170	500	195	30	253	429	92	46	134	161	51	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	500	195	30	253	429	92	46	134	161	51	51
Added Vol:	-7	-7	0	0	-7	0	0	0	-7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	493	195	30	246	429	92	46	127	161	51	51
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	493	195	30	246	0	92	46	127	161	51	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	493	195	30	246	0	92	46	127	161	51	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	493	195	30	246	0	92	46	127	161	51	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	1.00	1.00	0.76	0.76	0.85	0.61	0.93	0.93
Lanes:	1.00	1.43	0.57	1.00	1.00	1.00	0.67	0.33	1.00	1.00	0.50	0.50
Final Sat.:	1805	2478	980	1805	1900	1900	958	479	1615	1165	879	879
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.02	0.13	0.00	0.10	0.10	0.08	0.14	0.06	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.52	0.52	0.04	0.33	0.00	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.39	0.38	0.38	0.38	0.39	0.00	0.27	0.27	0.22	0.39	0.16	0.16
Delay/Veh:	33.0	14.4	14.4	49.6	26.0	0.0	23.3	23.3	22.8	24.7	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	14.4	14.4	49.6	26.0	0.0	23.3	23.3	22.8	24.7	22.2	22.2
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	4	7	7	1	6	0	3	3	3	4	2	2

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

Rocklin Commons
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 18.2 Worst Case Level Of Service: F[81.0]

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:	143	0	121		0	0	0		0	363	225		203	228	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	121		0	0	0		0	363	225		203	228	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	143	0	121		0	0	0		0	363	225		203	228	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:	143	0	121		0	0	0		0	363	225		203	228	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	143	0	121		0	0	0		0	363	225		203	228	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:	1110	xxxx	476		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		588	xxxx	xxxxx	
Potent Cap.:	234	xxxx	593		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		997	xxxx	xxxxx	
Move Cap.:	193	xxxx	593		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		997	xxxx	xxxxx	
Volume/Cap:	0.74	xxxx	0.20		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.20	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	279	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	9.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.8	xxxx	xxxxx	
Shrd ConDel:	xxxxx	81.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.5	xxxx	xxxxx	
Shared LOS:	*	F	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	81.0				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				*				*				*			

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

Rocklin Commons
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

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

Average Delay (sec/veh): 19.4 Worst Case Level Of Service: F[51.4]

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	458	115		184	354	0		0	0	0		177	0	441	
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	458	115		184	354	0		0	0	0		177	0	441	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	458	115		184	354	0		0	0	0		177	0	441	
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	458	115		184	354	0		0	0	0		177	0	441	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	458	115		184	354	0		0	0	0		177	0	441	
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		573	xxxx	xxxxx		xxxx	xxxx	xxxxx		1180	xxxx	458	
Potent Cap.:	xxxx	xxxx	xxxxx		1010	xxxx	xxxxx		xxxx	xxxx	xxxxx		212	xxxx	607	
Move Cap.:	xxxx	xxxx	xxxxx		1010	xxxx	xxxxx		xxxx	xxxx	xxxxx		179	xxxx	607	
Volume/Cap:	xxxx	xxxx	xxxx		0.18	xxxx	xxxx		xxxx	xxxx	xxxx		0.99	xxxx	0.73	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		8.0	xxxx	6.1	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		117.1	xxxx	25.1	
LOS by Move:	*	*	*		A	*	*		*	*	*		F	*	D	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				51.4			
ApproachLOS:	*				*				*				F			

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 14.1 Worst Case Level Of Service: C[22.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	299	104		0 0	81		171		207		0	636	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:	299	104		0 0	81		171		207		0	636	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:	251	104		0 0	81		171		207		0	584	0		0	0
User Adj:	1.00	1.00		1.00 1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	251	104		0 0	81		171		207		0	584	0		0	0
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
Final Vol.:	251	104		0 0	81		171		207		0	584	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:	252	xxxx	xxxxx	xxxx xxxx xxxxx					773	xxxx		167	xxxx	xxxx	xxxxx	
Potent Cap.:	1325	xxxx	xxxxx	xxxx xxxx xxxxx					370	xxxx		883	xxxx	xxxx	xxxxx	
Move Cap.:	1325	xxxx	xxxxx	xxxx xxxx xxxxx					308	xxxx		883	xxxx	xxxx	xxxxx	
Volume/Cap:	0.19	xxxx	xxxx	xxxx xxxx xxxx					0.67	xxxx		0.66	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx	xxxx xxxx xxxxx					4.5	xxxx		5.1	xxxx	xxxx	xxxxx	
Control Del:	8.4	xxxx	xxxxx	xxxxx xxxx xxxxx					37.8	xxxx		16.7	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		* *	*		*		E	*		C	*	*		*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*		* *	*		*		*	*		*				
ApproachDel:	xxxxxx			xxxxxx			22.2			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.846
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
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		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	2	1086		73			359	807		9			64		36		5		15		5		216	
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	1086		73			359	807		9			64		36		5		15		5		216	
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	1019		73			359	745		9			64		36		5		15		5		216	
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:	2	1019		73			359	745		9			64		36		5		15		5		216	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	2	1019		73			359	745		9			64		36		5		15		5		216	
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	1019		73			359	745		9			64		36		5		15		5		216	
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425			1425	1425		1425			1425		1425		1425		1425		1425		1425	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.87		0.13			1.00	1.98		0.02			0.61		0.34		0.05		0.06		0.02		0.92	
Final Sat.:	1425	2659		191			1425	2816		34			869		489		68		91		30		1304	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.38		0.38			0.25	0.26		0.26			0.07		0.07		0.07		0.17		0.17		0.17	
Crit Vol:		546					359						64										236	
Crit Moves:		****					****						****										****	

Rocklin Commons
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 74.4 Worst Case Level Of Service: F[769.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1243		119	257	786		0	0		0	0	58		0	179
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	1243		119	257	786		0	0		0	0	58		0	179
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	1176		119	257	724		0	0		0	0	58		0	179
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	1176		119	257	724		0	0		0	0	58		0	179
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1176		119	257	724		0	0		0	0	58		0	179
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1295	xxxx		xxxxx	xxxx	xxxx		xxxxx	2112	xxxx		648
Potent Cap.:	xxxx	xxxx		xxxxx	542	xxxx		xxxxx	xxxx	xxxx		xxxxx	45	xxxx		418
Move Cap.:	xxxx	xxxx		xxxxx	542	xxxx		xxxxx	xxxx	xxxx		xxxxx	28	xxxx		418
Volume/Cap:	xxxx	xxxx		xxxx	0.47	xxxx		xxxx	xxxx	xxxx		xxxx	2.06	xxxx		0.43
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	2.5	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	17.5	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	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	95		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	21.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	770		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	F		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				769.9			
ApproachLOS:	*				*				*				F			

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	344	413		208	94	295		0	125	211		270	104	128		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:	344	413		208	94	295		0	125	211		270	104	128		76
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:	344	353		208	94	240		0	125	211		270	104	128		76
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	344	353		208	94	240		0	125	211		270	104	128		76
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	344	353		208	94	240		0	125	211		270	104	128		76
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	344	353		208	94	240		0	125	211		270	104	128		76
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.26		0.74	1.00	2.00		0.00	1.00	1.00		1.00	1.00	0.63		0.37
Final Sat.:	1375	1730		1020	1375	2750		0	1375	1375		1375	1375	863		512
Capacity Analysis Module:																
Vol/Sat:	0.25	0.20		0.20	0.07	0.09		0.00	0.09	0.15		0.20	0.08	0.15		0.15
Crit Vol:	344				120							270	104			
Crit Moves:	****				****							****	****			

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
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:	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	276	397		110	304	24		58	142	66		304	66	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:	25	276	397		110	304	24		58	142	66		304	66	114	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	276	397		110	304	24		58	142	66		304	66	114	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	276	397		110	304	24		58	142	66		304	66	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	276	397		110	304	24		58	142	66		304	66	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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	276	397		110	304	24		58	142	66		334	66	114	
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	1.85	0.15		1.00	1.37	0.63		1.67	0.33	1.00	
Final Sat.:	1375	2750	1375		1375	2549	201		1375	1877	873		2297	453	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.29		0.08	0.12	0.12		0.04	0.08	0.08		0.15	0.15	0.08	
Crit Vol:			397		110						104			200		
Crit Moves:			****		****						****			****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	1 0	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	32	16	30		609	22	160		316	688	13		35	508	363	
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	30		609	22	160		316	688	13		35	508	363	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	16	30		609	22	160		316	688	13		35	508	363	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	32	16	30		609	22	160		316	688	13		35	508	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	16	30		609	22	160		316	688	13		35	508	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	32	16	30		670	22	160		316	688	13		35	508	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	0.35	0.65		1.94	0.06	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1375	478	897		2663	87	1375		1375	2699	51		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.25	0.25	0.12		0.23	0.25	0.25		0.03	0.18	0.00	
Crit Vol:			46			346			316					254		
Crit Moves:			****			****			****					****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: 79 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	643	2	563	0	1177	96	170	672	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	643	2	563	0	1177	96	170	672	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	643	2	563	0	1177	96	170	672	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	643	2	563	0	1177	96	170	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	643	2	563	0	1177	96	170	672	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	643	2	563	0	1177	96	170	672	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	6	1611	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.35	0.35	0.00	0.33	0.06	0.09	0.19	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.37	0.37	0.11	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.87	0.76	0.76	0.00	0.87	0.16	0.87	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	35.4	27.4	27.4	0.0	35.4	20.9	75.7	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.4	27.4	27.4	0.0	35.4	20.9	75.7	16.6	0.0
LOS by Move:	A	A	A	D	C	C	A	D	C	E	B	A
HCM2kAvgQ:	0	0	0	21	16	16	0	21	2	8	7	0

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 76 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 0	1 0	2 0	0	0 0	1	1 0
Volume Module:												
Base Vol:	27	0	118	0	0	0	308	1820	0	0	645	272
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:	27	0	118	0	0	0	308	1820	0	0	645	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	118	0	0	0	308	1820	0	0	645	272
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:	27	0	118	0	0	0	308	1820	0	0	645	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	118	0	0	0	308	1820	0	0	645	272
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	0	118	0	0	0	308	1820	0	0	645	272
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	0.91	0.91
Lanes:	1.19	0.00	1.81	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	1961	0	2999	0	0	0	1805	3610	0	0	2425	1023
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.17	0.50	0.00	0.00	0.27	0.27
Crit Moves:			****					****				
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.59	0.89	0.00	0.00	0.31	0.31
Volume/Cap:	0.30	0.00	0.86	0.00	0.00	0.00	0.29	0.56	0.00	0.00	0.86	0.86
Delay/Veh:	46.5	0.0	80.9	0.0	0.0	0.0	10.5	1.4	0.0	0.0	39.8	39.8
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:	46.5	0.0	80.9	0.0	0.0	0.0	10.5	1.4	0.0	0.0	39.8	39.8
LOS by Move:	D	A	F	A	A	A	B	A	A	A	D	D
HCM2kAvgQ:	1	0	4	0	0	0	5	7	0	0	17	17

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	8	27	13	11	29	36	42	521	20	28	272	11
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	27	13	11	29	36	42	521	20	28	272	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	27	13	11	29	36	42	521	20	28	272	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	27	13	11	29	36	42	521	20	28	272	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	13	11	29	36	42	521	20	28	272	11
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	27	13	11	29	36	42	521	20	28	272	11
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	1425	1924	926	1425	1425	1425	1425	1372	53	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.02	0.03	0.03	0.38	0.38	0.02	0.19	0.01
Crit Vol:	8					36			541	28		
Crit Moves:	****					****			****	****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		1	0	0	1	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	21	302		0		0	485		29				19		0		41		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:	21	302		0		0	485		29				19		0		41		0		0		0	
Added Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0				0		0		0		0		0		0	
Initial Fut:	21	302		0		0	485		29				19		0		41		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	21	302		0		0	485		29				19		0		41		0		0		0	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
Final Vol.:	21	302		0		0	485		29				19		0		41		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:	514	xxxx	xxxxx	xxxx	xxxx	xxxxx							693	xxxx		257	xxxx	xxxx	xxxxx					
Potent Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx							382	xxxx		748	xxxx	xxxx	xxxxx					
Move Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx							376	xxxx		748	xxxx	xxxx	xxxxx					
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx							0.05	xxxx	0.05	xxxx	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							15.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							C	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx		748	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx		0.2	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx		10.1	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*							*	*		B	*	*	*					
ApproachDel:	xxxxxx			xxxxxx									11.7				xxxxxx							
ApproachLOS:	*			*									B				*							

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.567
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	47	693	74	32	629	83	50	276	76	125	210	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:	47	693	74	32	629	83	50	276	76	125	210	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	693	74	32	629	83	50	276	76	125	210	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	693	74	32	629	83	50	276	76	125	210	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	693	74	32	629	83	50	276	76	125	210	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	693	74	32	629	83	50	276	76	125	210	32
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.05	0.02	0.23	0.06	0.04	0.20	0.06	0.09	0.15	0.02
Crit Vol:		347			32			276		125		
Crit Moves:		****			****			****		****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.339
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	748	27	116	740	0	0	0	14	76	0	109
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	748	27	116	740	0	0	0	14	76	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	748	27	116	740	0	0	0	14	76	0	109
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	748	27	116	740	0	0	0	14	76	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	748	27	116	740	0	0	0	14	76	0	109
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	748	27	116	740	0	0	0	14	76	0	109
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	2.90	0.10	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4126	149	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.08	0.17	0.00	0.00	0.00	0.01	0.05	0.00	0.08
Crit Vol:			258	116			0					109
Crit Moves:			****	****			****					****

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

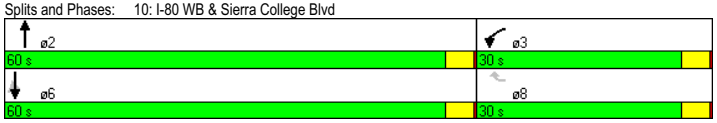
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	1	0 2	1	0	1	0 1
Volume Module:																
Base Vol:	322	602		94	58	561		235	216		19	181	119		18	26
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	322	602		94	58	561		235	216		19	181	119		18	26
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	322	602		94	58	561		235	216		19	181	119		18	26
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	322	602		94	58	561		235	216		19	181	119		18	26
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	322	602		94	58	561		235	216		19	181	119		18	26
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.10	1.00		1.00	1.00
Final Vol.:	322	602		94	58	561		235	216		19	199	119		18	26
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375		1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.59		0.41	1.00	2.11		0.89	1.00		1.00	2.00	1.00		1.00	1.00
Final Sat.:	1375	3568		557	1375	2907		1218	1375		1375	2750	1375		1375	1375
Capacity Analysis Module:																
Vol/Sat:	0.23	0.17		0.17	0.04	0.19		0.19	0.16		0.01	0.07	0.09		0.01	0.02
Crit Vol:	322				265				216							26
Crit Moves:	****				****				****							****

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Volume (vph)	367	0	31	0	1126	723	0	1019	269	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275	175	0		300	0		0	0	0
Storage Lanes		2	1	0		1	0		1	0	0
Taper Length (ft)		25	25	25		25	25		25	25	25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850			0.850			0.850		
Flt Protected	0.950										
Satd. Flow (prot)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Flt Permitted	0.950										
Satd. Flow (perm)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			99			723			269		
Link Speed (mph)		45			50			50		30	
Link Distance (ft)		325			1678			521		221	
Travel Time (s)		4.9			22.9			7.1		5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	367	0	31	0	1126	723	0	1019	269	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	367	0	31	0	1126	723	0	1019	269	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		24			24			24		0	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1		1		1	1		1	1		
Detector Template											
Leading Detector (ft)	50		50		50	50		50	50		
Trailing Detector (ft)	0		0		0	0		0	0		
Detector 1 Position(ft)	0		0		0	0		0	0		
Detector 1 Size(ft)	50		50		50	50		50	50		
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Turn Type	Prot		custom			Free			Perm		
Protected Phases	3				2			6			
Permitted Phases			8			Free			6		
Detector Phase	3		8		2			6	6		
Switch Phase											
Minimum Initial (s)	4.0		4.0		4.0			4.0	4.0		
Minimum Split (s)	8.0		20.0		20.0			20.0	20.0		
Total Split (s)	30.0	0.0	30.0	0.0	60.0	0.0	0.0	60.0	60.0	0.0	0.0
Total Split (%)	33.3%	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	66.7%	66.7%	0.0%	0.0%

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Maximum Green (s)	26.0		26.0		56.0			56.0	56.0		
Yellow Time (s)	3.5		3.5		3.5			3.5	3.5		
All-Red Time (s)	0.5		0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0		3.0			3.0	3.0		
Recall Mode	None		None		C-Max			C-Max	C-Max		
Walk Time (s)			5.0		5.0			5.0	5.0		
Flash Dont Walk (s)			11.0		11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0		0			0	0		
Act Effct Green (s)	14.9		14.9		67.1	90.0		67.1	67.1		
Actuated g/C Ratio	0.17		0.17		0.75	1.00		0.75	0.75		
v/c Ratio	0.64		0.09		0.30	0.46		0.39	0.22		
Control Delay	40.2		0.5		1.6	2.9		3.6	0.8		
Queue Delay	0.0		0.0		0.0	0.0		0.0	0.0		
Total Delay	40.2		0.5		1.6	2.9		3.6	0.8		
LOS	D		A		A	A		A	A		
Approach Delay					2.1			3.0			
Approach LOS					A			A			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 3 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

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

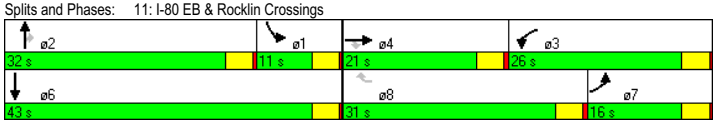


Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	555	125	350	249	162	1346	146	365	186	851	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			162			365			349
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	279	555	125	350	249	162	1346	146	365	186	851	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	555	125	350	249	162	1346	146	365	186	851	349
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Detector Phase	7	4	4	3	8		2		2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0		20.0	8.0	20.0	
Total Split (s)	16.0	21.0	21.0	26.0	31.0	0.0	32.0	0.0	32.0	11.0	43.0	0.0
Total Split (%)	17.8%	23.3%	23.3%	28.9%	34.4%	0.0%	35.6%	0.0%	35.6%	12.2%	47.8%	0.0%

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	12.0	17.0	17.0	22.0	27.0		28.0		28.0	7.0	39.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max		C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0		5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0		11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0		0		0	
Act Effct Green (s)	17.8	16.6	16.6	20.5	19.3	90.0	29.9	90.0	29.9	7.0	40.9	90.0
Actuated g/C Ratio	0.20	0.18	0.18	0.23	0.21	1.00	0.33	1.00	0.33	0.08	0.45	1.00
v/c Ratio	0.41	0.85	0.33	0.87	0.73	0.10	0.80	0.09	0.47	0.70	0.53	0.22
Control Delay	34.5	49.4	11.1	55.4	45.1	0.1	21.7	0.1	4.1	46.2	13.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	49.4	11.1	55.4	45.1	0.1	21.7	0.1	4.1	46.2	13.1	0.3
LOS	C	D	B	E	D	A	C	A	A	D	B	A
Approach Delay		40.1					16.5				14.3	
Approach LOS		D					B				B	

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 89 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 75		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay: 24.1	Intersection LOS: C	
Intersection Capacity Utilization 79.4%	ICU Level of Service D	
Analysis Period (min) 15		
! Phase conflict between lane groups.		

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



Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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:	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	1252	343		113	1131	0		0	0	0		540	0	20	
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	1252	343		113	1131	0		0	0	0		540	0	20	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1252	343		113	1131	0		0	0	0		540	0	20	
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	1252	343		113	1131	0		0	0	0		540	0	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1252	343		113	1131	0		0	0	0		540	0	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		1.10	1.00	1.10	
Final Vol.:	0	1252	343		113	1131	0		0	0	0		594	0	22	
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	2.35	0.65		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3356	919		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.37		0.08	0.26	0.00		0.00	0.00	0.00		0.21	0.00	0.01	
Crit Vol:		532			113					0			297			
Crit Moves:		****			****								****			

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	230	767	78		167	800	157		172	344	219		100	360	63	
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:	230	767	78		167	800	157		172	344	219		100	360	63	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	230	767	78		167	800	157		172	344	219		100	360	63	
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:	230	767	78		167	800	157		172	344	219		100	360	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	767	78		167	800	157		172	344	219		100	360	63	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	253	767	78		184	800	157		189	344	219		110	360	63	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	1.70	0.30	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	2750	1375		2750	2340	410	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19	0.06		0.07	0.19	0.11		0.07	0.13	0.16		0.04	0.15	0.15	
Crit Vol:	127					267			95					212		
Crit Moves:	****					****			****					****		

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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):	0.713
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
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	376	105	341	373	6	6	16	9	115	12	318
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	376	105	341	373	6	6	16	9	115	12	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	376	105	341	373	6	6	16	9	115	12	318
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:	14	376	105	341	373	6	6	16	9	115	12	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	376	105	341	373	6	6	16	9	115	12	318
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	376	105	341	373	6	6	16	9	115	12	318
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	0.78	0.22	1.00	0.98	0.02	0.19	0.52	0.29	0.91	0.09	1.00
Final Sat.:	1375	1075	300	1375	1353	22	266	710	399	1245	130	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.25	0.28	0.28	0.02	0.02	0.02	0.09	0.09	0.23
Crit Vol:		481		341				31			127	
Crit Moves:		****		****				****			****	

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
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
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:	191	381	88	40	209	224	59	43	74	144	59	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:	191	381	88	40	209	224	59	43	74	144	59	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	381	88	40	209	224	59	43	74	144	59	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	381	88	40	209	0	59	43	74	144	59	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	381	88	40	209	0	59	43	74	144	59	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	381	88	40	209	0	59	43	74	144	59	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	0.95	1.00	1.00	0.80	0.80	0.85	0.66	0.92	0.92
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	0.58	0.42	1.00	1.00	0.50	0.50
Final Sat.:	1805	2851	658	1805	1900	1900	875	638	1615	1250	870	885
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.02	0.11	0.00	0.07	0.07	0.05	0.12	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.29	0.51	0.51	0.09	0.31	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.36	0.26	0.26	0.26	0.36	0.00	0.21	0.21	0.14	0.36	0.21	0.21
Delay/Veh:	28.3	13.7	13.7	43.7	27.5	0.0	25.0	25.0	24.3	26.7	25.0	25.0
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:	28.3	13.7	13.7	43.7	27.5	0.0	25.0	25.0	24.3	26.7	25.0	25.0
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	5	4	4	1	5	0	2	2	2	4	3	3

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

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

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[16.7]

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	375		97	108	362		0	0		0	93		0	238									
Growth Adj:	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	375		97	108	362		0	0		0	93		0	238									
Added Vol:	0	0		0	0	0		0	0		0	0		0	0									
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0									
Initial Fut:	0	375		97	108	362		0	0		0	93		0	238									
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00									
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00									
PHF Volume:	0	375		97	108	362		0	0		0	93		0	238									
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0									
Final Vol.:	0	375		97	108	362		0	0		0	93		0	238									
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		472	xxxx	xxxxx		xxxx	xxxx	xxxxx		953	xxxx		375								
Potent Cap.:	xxxx	xxxx	xxxxx		1100	xxxx	xxxxx		xxxx	xxxx	xxxxx		290	xxxx		676								
Move Cap.:	xxxx	xxxx	xxxxx		1100	xxxx	xxxxx		xxxx	xxxx	xxxxx		267	xxxx		676								
Volume/Cap:	xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.35	xxxx		0.35								
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.5	xxxx		1.6								
Control Del:	xxxxx	xxxx	xxxxx		8.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		25.6	xxxx		13.2								
LOS by Move:	*	*	*		A	*	*		*	*	*		D	*		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		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*									
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				16.7											
ApproachLOS:	*				*				*				C											

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.7 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:	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	151		0	0		0	0		0	283		31	107	210		0						
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00						
Initial Bse:	22	0	151		0	0		0	0		0	283		31	107	210		0						
Added Vol:	0	0	0		0	0		0	0		0	0		0	0	0		0						
PasserByVol:	0	0	0		0	0		0	0		0	0		0	0	0		0						
Initial Fut:	22	0	151		0	0		0	0		0	283		31	107	210		0						
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00						
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00						
PHF Volume:	22	0	151		0	0		0	0		0	283		31	107	210		0						
Reduct Vol:	0	0	0		0	0		0	0		0	0		0	0	0		0						
Final Vol.:	22	0	151		0	0		0	0		0	283		31	107	210		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:	723	xxxx		299	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		314	xxxx	xxxxx										
Potent Cap.:	396	xxxx		746	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1258	xxxx	xxxxx										
Move Cap.:	369	xxxx		746	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1258	xxxx	xxxxx										
Volume/Cap:	0.06	xxxx		0.20	xxxx	xxxx		xxxx	xxxx		xxxx	0.09	xxxx		xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx									
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*									
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT									
Shared Cap.:	xxxx	660	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	1.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx									
Shrd ConDel:	xxxxx	12.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx									
Shared LOS:	*	B	*		*	*	*		*	*	*		A	*	*									
ApproachDel:	12.4				xxxxxx				xxxxxx				xxxxxx											
ApproachLOS:	B				*				*				*											

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: C[17.7]

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:	139	73	0	0	72	298	255	0	417	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:	139	73	0	0	72	298	255	0	417	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	139	73	0	0	72	298	255	0	417	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	139	73	0	0	72	298	255	0	417	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	139	73	0	0	72	298	255	0	417	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:	370	xxxx	xxxxx	xxxx	xxxx	xxxxx	572	xxxx	221	xxxx	xxxx	xxxxx				
Potent Cap.:	1200	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	824	xxxx	xxxx	xxxxx				
Move Cap.:	1200	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	xxxx	824	xxxx	xxxx	xxxxx				
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	0.51	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.6	xxxx	2.9	xxxx	xxxx	xxxxx				
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.0	xxxx	13.8	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:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			17.7			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - 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): 0.529
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	559	36	285	723	6	6	36	10	38	13	115				
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	559	36	285	723	6	6	36	10	38	13	115				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	6	559	36	285	723	6	6	36	10	38	13	115				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	6	559	36	285	723	6	6	36	10	38	13	115				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	559	36	285	723	6	6	36	10	38	13	115				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	6	559	36	285	723	6	6	36	10	38	13	115				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.88	0.12	1.00	1.98	0.02	0.12	0.69	0.19	0.23	0.08	0.69				
Final Sat.:	1425	2678	172	1425	2827	23	164	987	274	326	112	987				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21	0.20	0.26	0.26	0.04	0.04	0.04	0.12	0.12	0.12				
Crit Vol:			298	285			6					166				
Crit Moves:			****	****			****					****				

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: E[38.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	585	119	170	664	0	0	0	0	58	0	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:	0	585	119	170	664	0	0	0	0	58	0	66				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	585	119	170	664	0	0	0	0	58	0	66				
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	585	119	170	664	0	0	0	0	58	0	66				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	585	119	170	664	0	0	0	0	58	0	66				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	704	xxxx	xxxxx	xxxx	xxxx	xxxxx	1317	xxxx	352				
Potent Cap.:	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	xxxx	650				
Move Cap.:	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	130	xxxx	650				
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	0.10				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	226	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.7	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			38.7						
ApproachLOS:	*			*			*			E						

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

Rocklin Commons
2025 No Project without Dominguez Road Condition - Saturday

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): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	159	343	201	64	245	49	101	109	171	120	85	418				
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	343	201	64	245	49	101	109	171	120	85	418				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	159	343	201	64	245	49	101	109	171	120	85	418				
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:	159	343	201	64	245	49	101	109	171	120	85	418				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	159	343	201	64	245	49	101	109	171	120	85	418				
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.:	159	343	201	64	245	49	101	109	171	120	85	418				
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	1.26	0.74	1.00	1.67	0.33	1.00	1.00	1.00	1.00	0.17	0.83				
Final Sat.:	1375	1734	1016	1375	2292	458	1375	1375	1375	1375	232	1143				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.20	0.20	0.05	0.11	0.11	0.07	0.08	0.12	0.09	0.37	0.37				
Crit Vol:	272			64			101			503						
Crit Moves:	****			****			****			****						