APPENDIX C - TRAFFIC ANALYSIS

Appendix D

Technical Appendix

Intersection Level of Service

Diagrams and Worksheets

City of Rocklin

General Plan Update EIR

prepared for
City of Rocklin

prepared by
DKS Associates

May 3, 2011

INTERSECTION LOS DIAGRAMS
ALL SCENARIOS

Figure D1
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Conditions

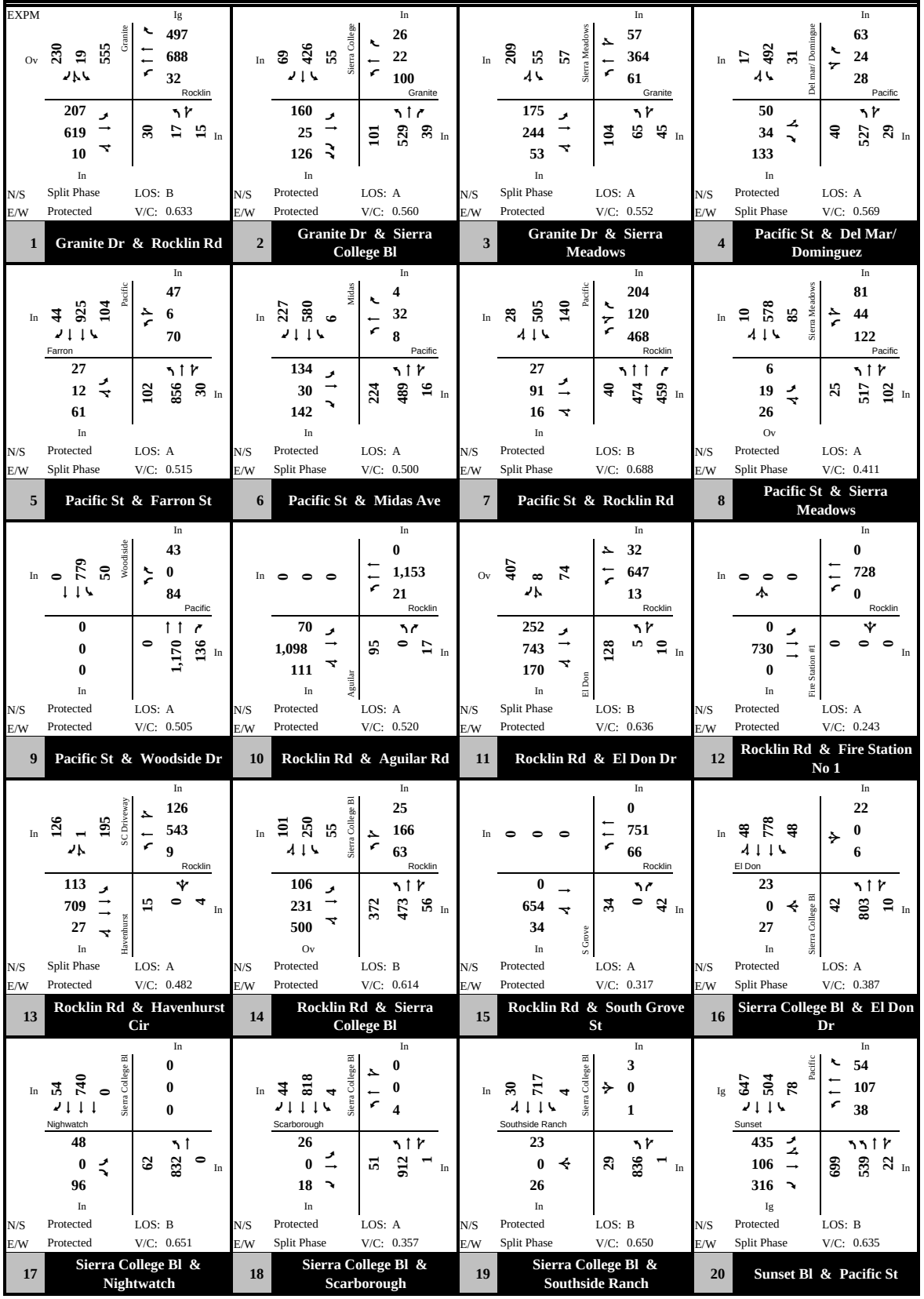
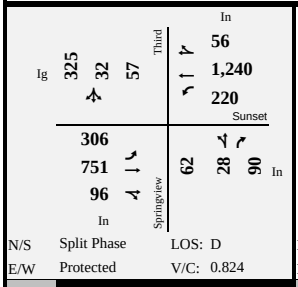
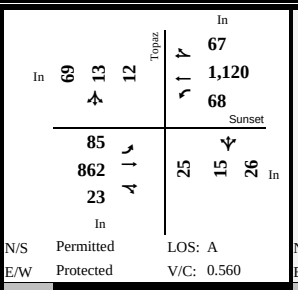


Figure D1
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Conditions



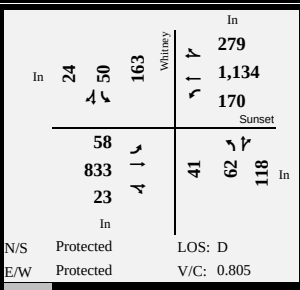
N/S Split Phase LOS: D
E/W Protected V/C: 0.824

21 Sunset Bl & Springview Dr



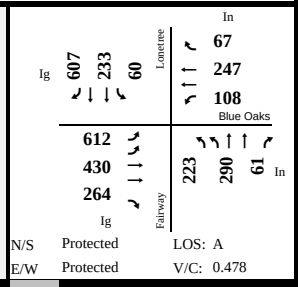
N/S Permitted LOS: A
E/W Protected V/C: 0.560

22 Sunset Bl & Topaz Ave



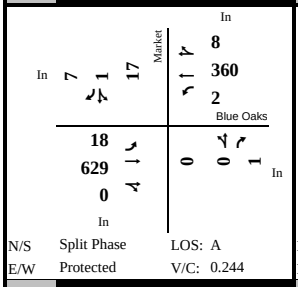
N/S Protected LOS: D
E/W Protected V/C: 0.805

23 Sunset Bl & Whitney Bl



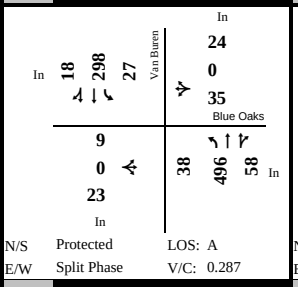
N/S Protected LOS: A
E/W Protected V/C: 0.478

101 Blue Oaks Bl & Lonetree



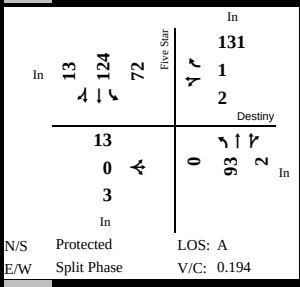
N/S Split Phase LOS: A
E/W Protected V/C: 0.244

102 Blue Oaks Bl & Market Place



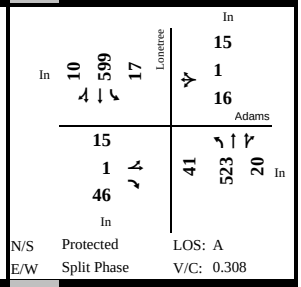
N/S Protected LOS: A
E/W Split Phase V/C: 0.287

103 Blue Oaks Bl & Van Buren Way



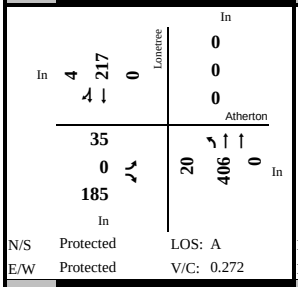
N/S Protected LOS: A
E/W Split Phase V/C: 0.194

104 Five Star & Destiny Dr



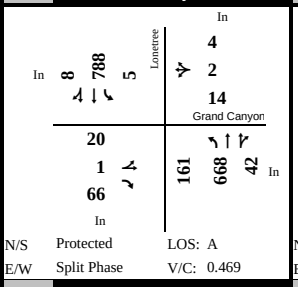
N/S Protected LOS: A
E/W Split Phase V/C: 0.308

105 Lonetree Bl & Adams Dr



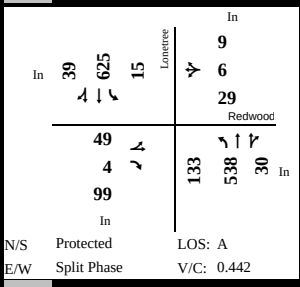
N/S Protected LOS: A
E/W Protected V/C: 0.272

106 Lonetree Bl & Atherton Rd



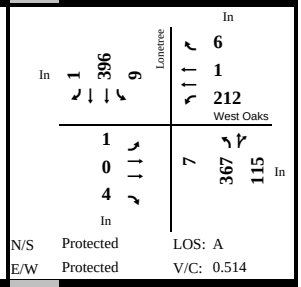
N/S Protected LOS: A
E/W Split Phase V/C: 0.469

107 Lonetree Bl & Grand Canyon Dr



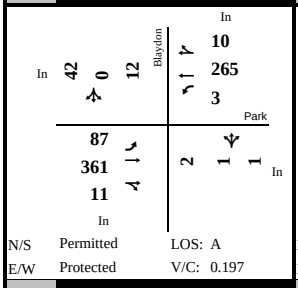
N/S Protected LOS: A
E/W Split Phase V/C: 0.442

108 Lonetree Bl & Redwood Dr



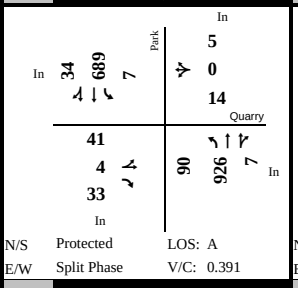
N/S Protected LOS: A
E/W Protected V/C: 0.514

109 Lonetree Bl & West Oaks Bl



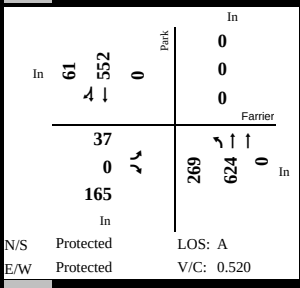
N/S Permitted LOS: A
E/W Protected V/C: 0.197

110 Park Dr & Blaydon Rd



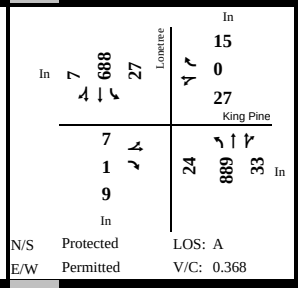
N/S Protected LOS: A
E/W Split Phase V/C: 0.391

111 Park Dr & Quarry Way



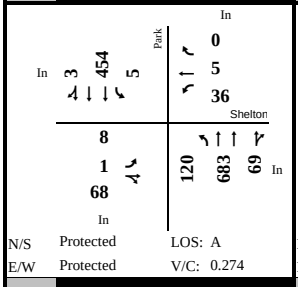
N/S Protected LOS: A
E/W Protected V/C: 0.520

112 Park Dr & Farrier Rd



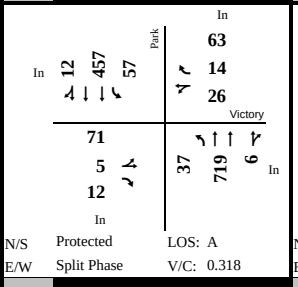
N/S Protected LOS: A
E/W Permitted V/C: 0.368

113 Park Dr & King Pine Dr



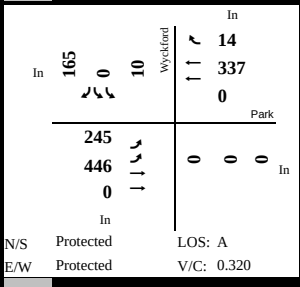
N/S Protected LOS: A
E/W Protected V/C: 0.274

114 Park Dr & Shelton



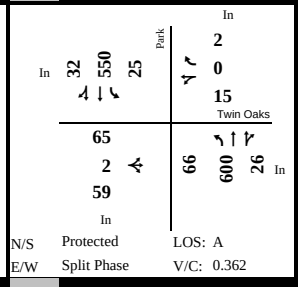
N/S Protected LOS: A
E/W Split Phase V/C: 0.318

115 Park Dr & Victory Lane



N/S Protected LOS: A
E/W Protected V/C: 0.320

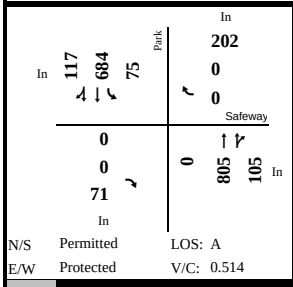
116 Park Dr & Wykford Bl



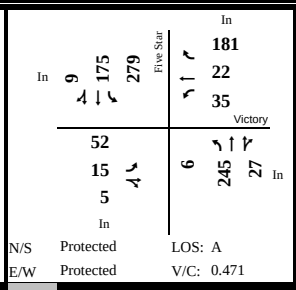
N/S Protected LOS: A
E/W Split Phase V/C: 0.362

117 Park Dr & Twin Oaks/ Boardwalk

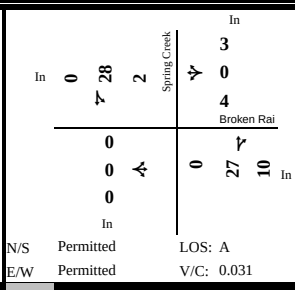
Figure D1
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Conditions



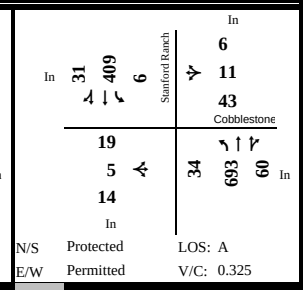
118 Park Dr & Safeway



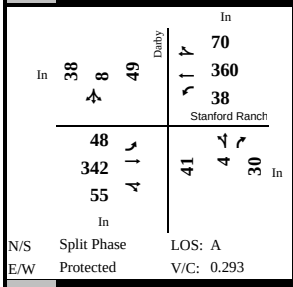
119 South Whitney & Five Star Bl



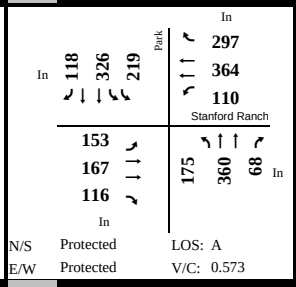
120 Spring Creek Dr & Broken Rail Ln



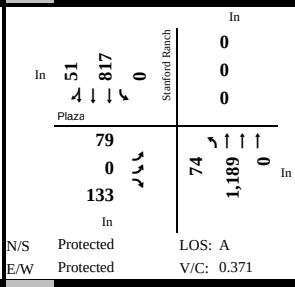
121 Stanford Ranch Rd & Cobblestone Dr



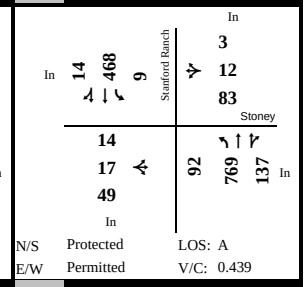
122 Stanford Ranch Rd & Darby Rd



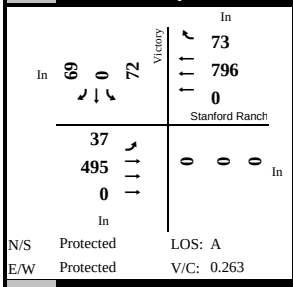
123 Stanford Ranch Rd & Park Dr



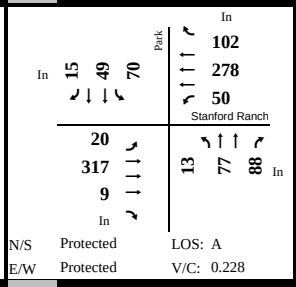
124 Stanford Ranch Rd & Plaza



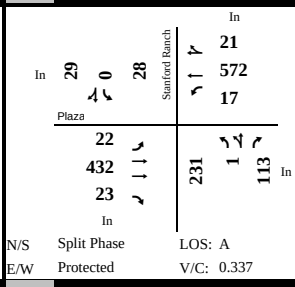
125 Stanford Ranch Rd & Stoney Dr



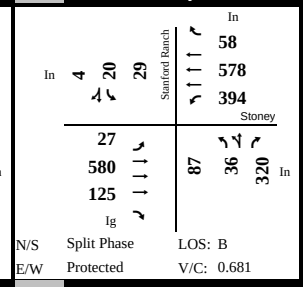
126 Stanford Ranch Rd & Victory Ln



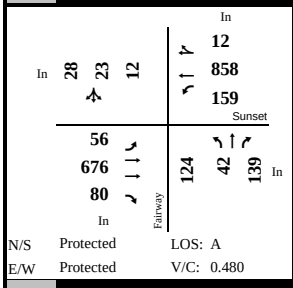
127 Stanford Ranch Rd & West Oaks Bl



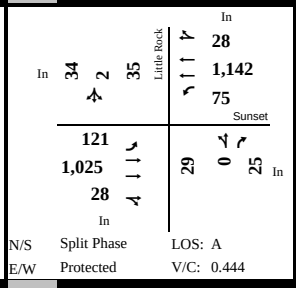
128 Sunset Bl & Atherton



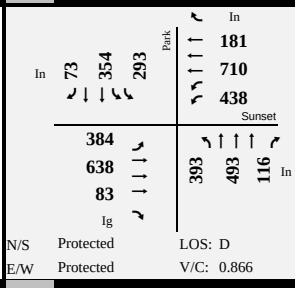
129 Sunset Bl & Blue Oaks Bl



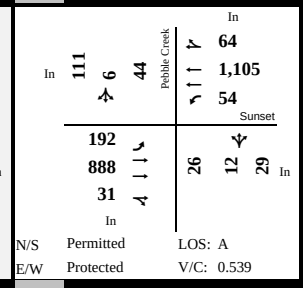
130 Sunset Bl & Fairway Dr



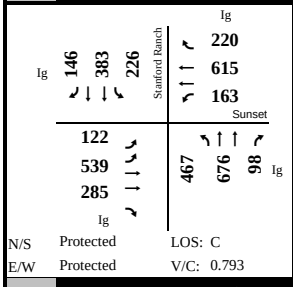
131 Sunset Bl & Little Rock



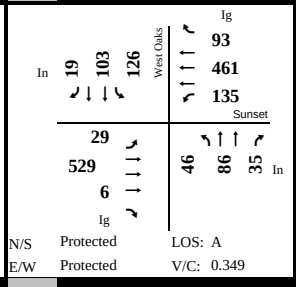
132 Sunset Bl & Park Dr



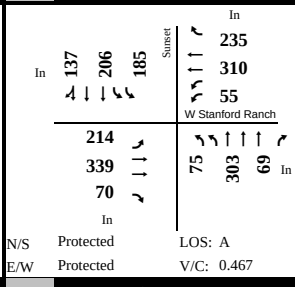
133 Sunset Bl & Pebble Creek



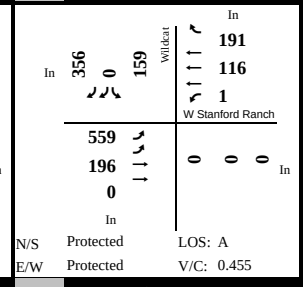
134 Sunset Bl & Stanford Ranch Rd



135 Sunset Bl & West Oaks Bl



136 W Stanford Ranch Rd & Sunset Bl



137 W Stanford Ranch Rd & Wildcat Bl

Figure D1
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Conditions

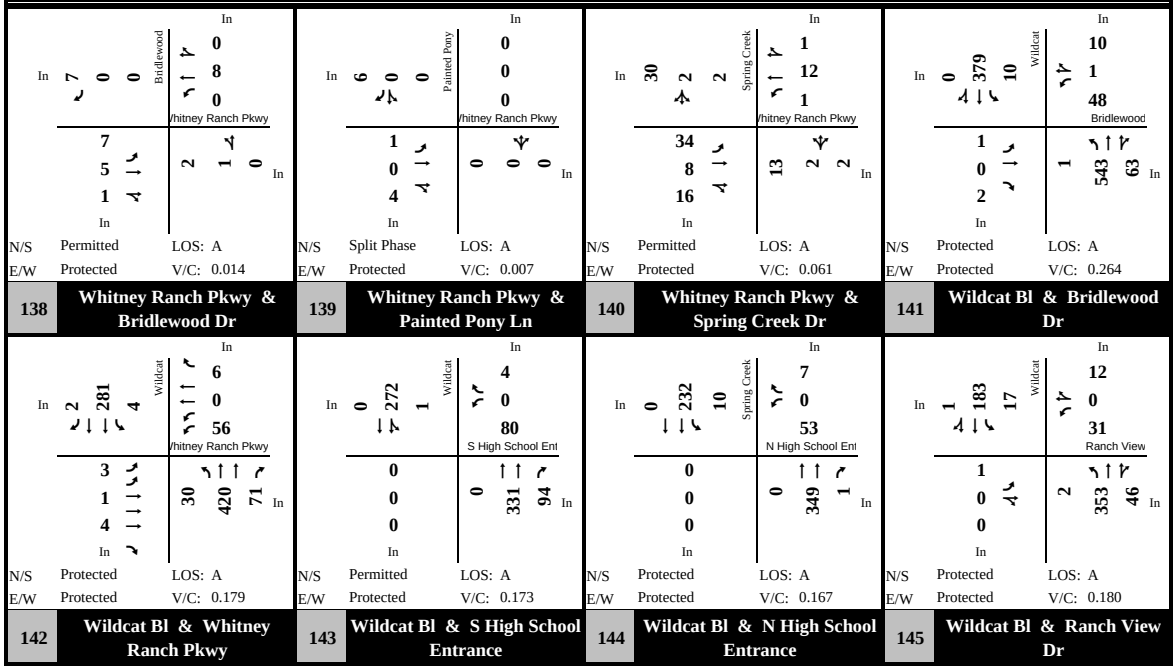


Figure D2
Existing PM Peak Hour Intersection Level of Service
State Highway Intersections

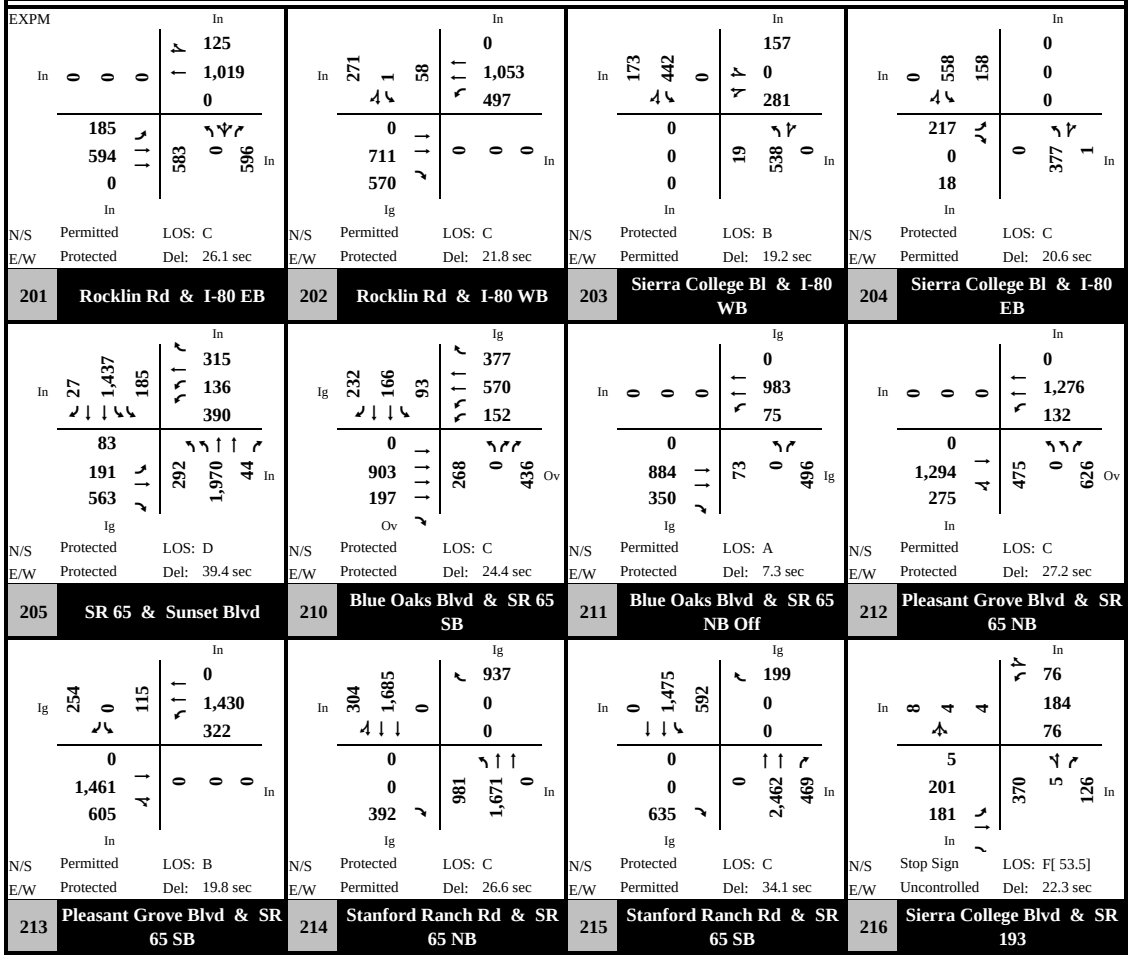


Figure D3
Existing PM Peak Hour Intersection Level of Service
Loomis Intersections

EXPM

301 Sierra College Bl & Brace Rd

In: 0 405 78 | In: 92 0 61 | 0 0 60 In | 0 634 89 In

N/S	Protected	LOS:	B
E/W	Split Phase	Del:	16.3 sec

302 Sierra College Bl & Taylor Rd

In: 71 224 25 | In: 44 270 160 | 131 315 89 In | 91 441 189 In

N/S	Protected	LOS:	C
E/W	Protected	Del:	29.8 sec

304 Sierra College Bl & King Rd

In: 3 298 63 | In: 88 4 15 | 21 14 4 In | 2 487 39 In

N/S	Protected	LOS:	B
E/W	Split Phase	Del:	16.1 sec

305 Taylor Rd & King Rd

In: 0 239 28 | In: 32 83 95 | 67 91 317 In | 362 282 114 In

N/S	Protected	LOS:	C
E/W	Protected	Del:	30.5 sec

306 Taylor Rd & Horseshoe Bar

In: 4 353 371 | In: 400 8 85 | 13 7 5 In | 8 443 112 In

N/S	Protected	LOS:	D
E/W	Split Phase	Del:	38.3 sec

307 Rocklin Rd & Barton Rd

In: 55 43 0 | In: 0 0 0 | 61 0 242 In | 153 68 0 In

N/S	Stop Sign	LOS:	A
E/W	Stop Sign	Del:	10 sec

308 Barton Rd & Brace Rd

In: 0 0 0 | In: 0 57 114 | 0 64 150 In | 143 0 72 In

N/S	Stop Sign	LOS:	B[15.0]
E/W	Uncontrolled	Del:	6.9 sec

309 Horseshoe Bar Rd & I-80 WB Ramp

Ig: 387 202 48 | In: 140 50 72 | 75 46 67 In | 88 373 177 In

N/S	Protected	LOS:	C
E/W	Split Phase	Del:	26 sec

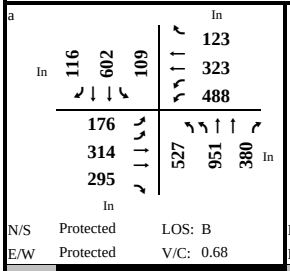
310 Horseshoe Bar Rd & I-80 EB Ramp

In: 0 242 157 | In: 398 0 114 | 0 0 0 In | 0 273 61 In

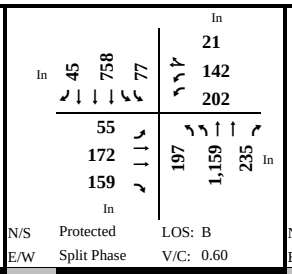
N/S	Uncontrolled	LOS:	C[18.2]
E/W	Stop Sign	Del:	8.6 sec

Figure D4
Existing PM Peak Hour Intersection Level of Service
Roseville, Lincoln, and Placer County Intersections

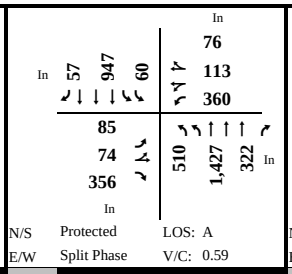
Roseville Intersections



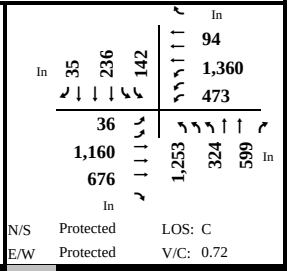
401 Pleasant Grove & Fairway



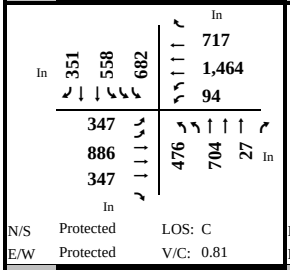
402 Stanford Ranch & Fairway



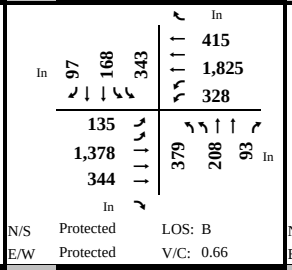
403 Stanford Ranch & Five Star



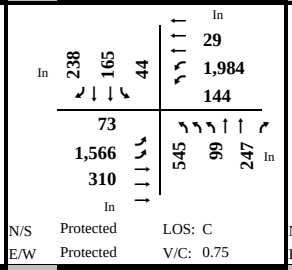
404 Pleasant Grove & Roseville Pkwy



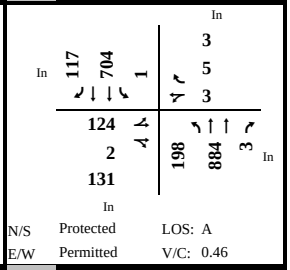
405 Galleria & Roseville Pkwy



406 Roseville Parkway & Taylor

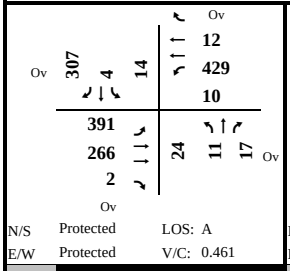


407 Roseville Parkway & N. Sunrise

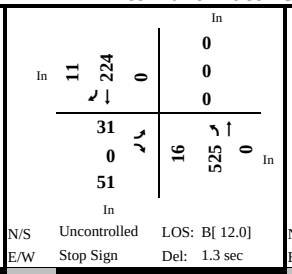


408 Sierra College & Secret Ravine

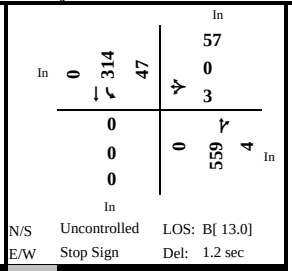
Lincoln and Placer County Intersections



501 E Joiner Pkwy & Twelve Bridges



502 Sierra College & Twelve Bridges



601 Sierra College & English Colony

Figure D5
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Plus Project Conditions

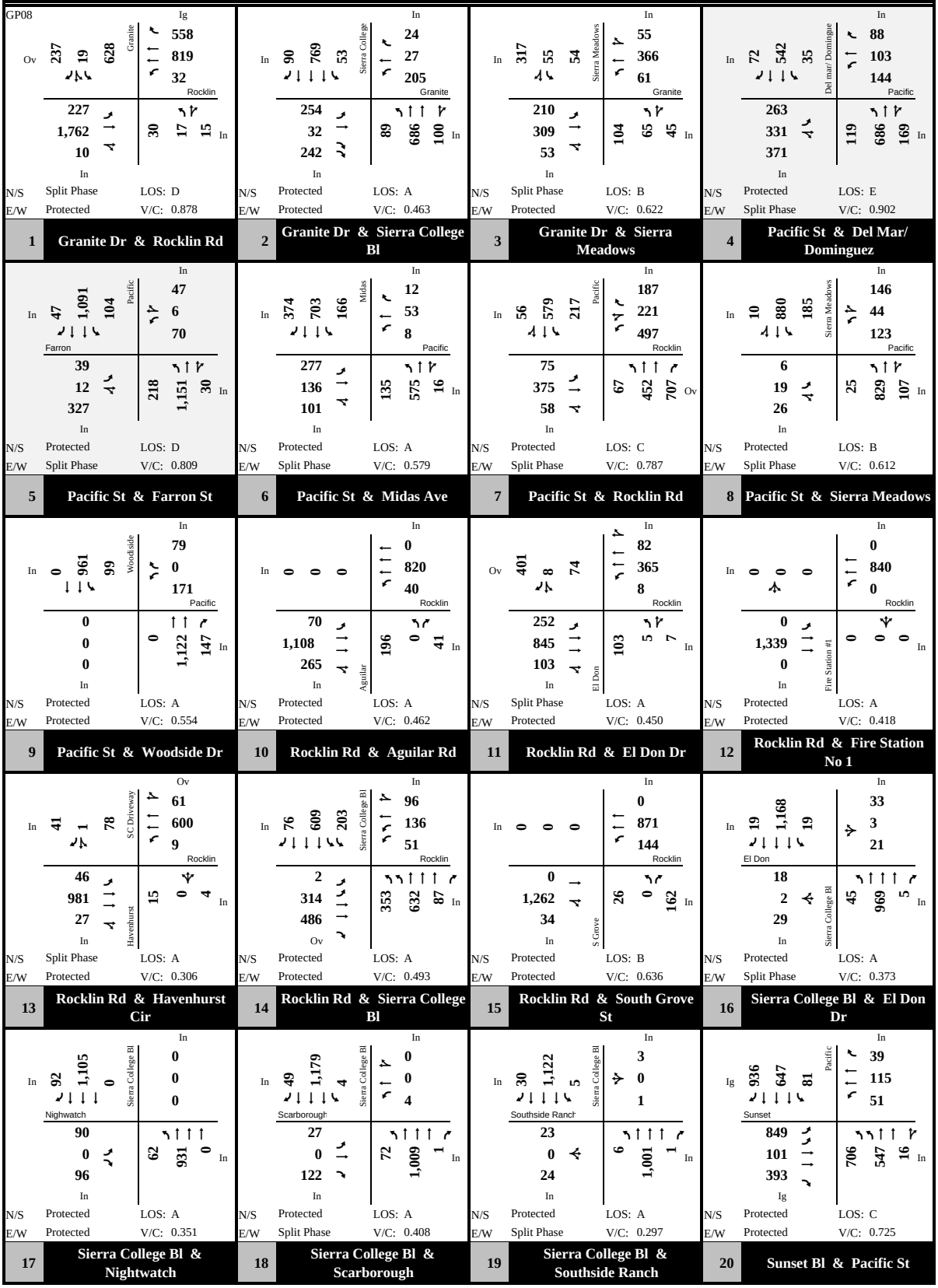


Figure D5
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Plus Project Conditions

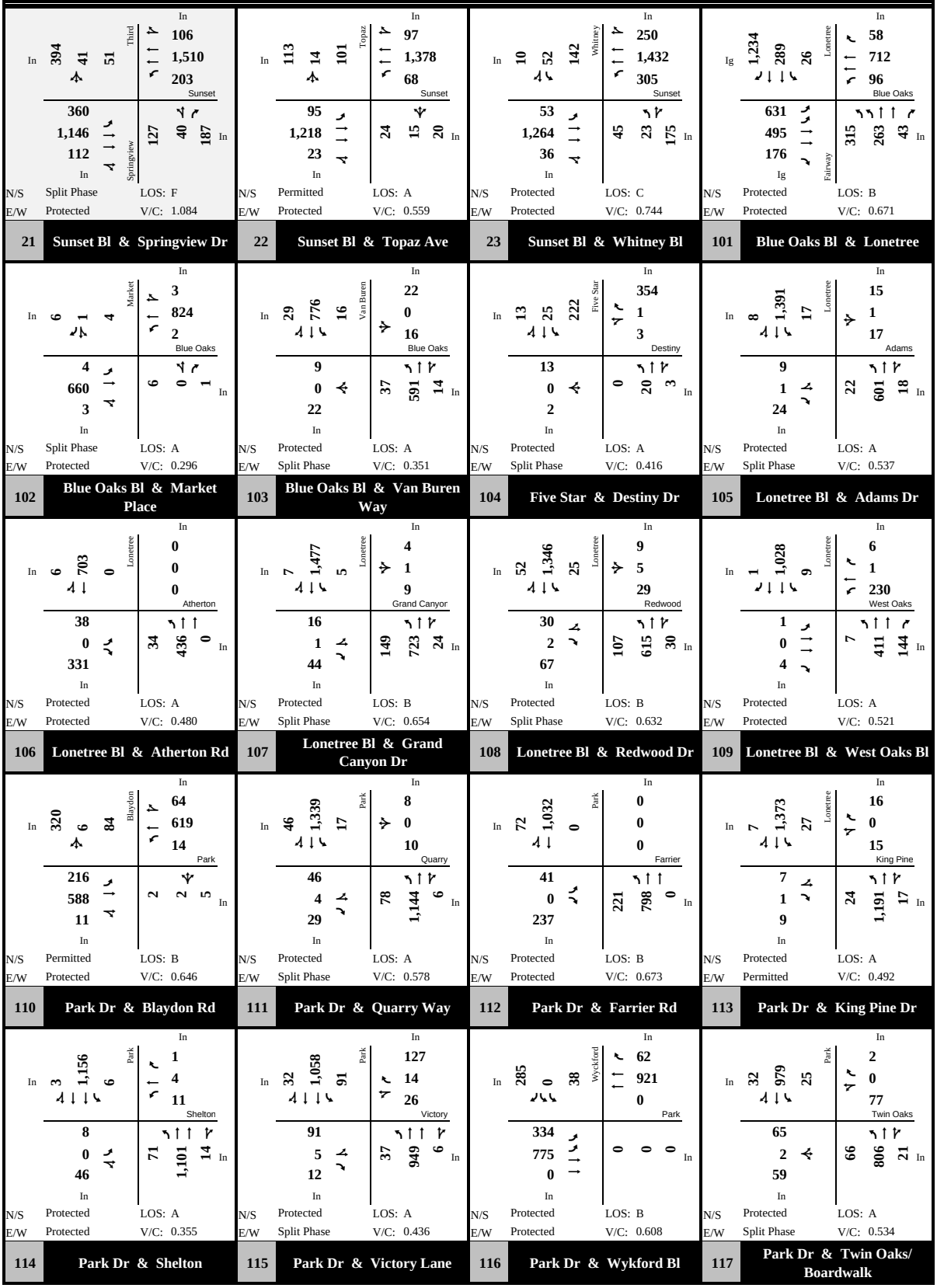


Figure D5
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Plus Project Conditions

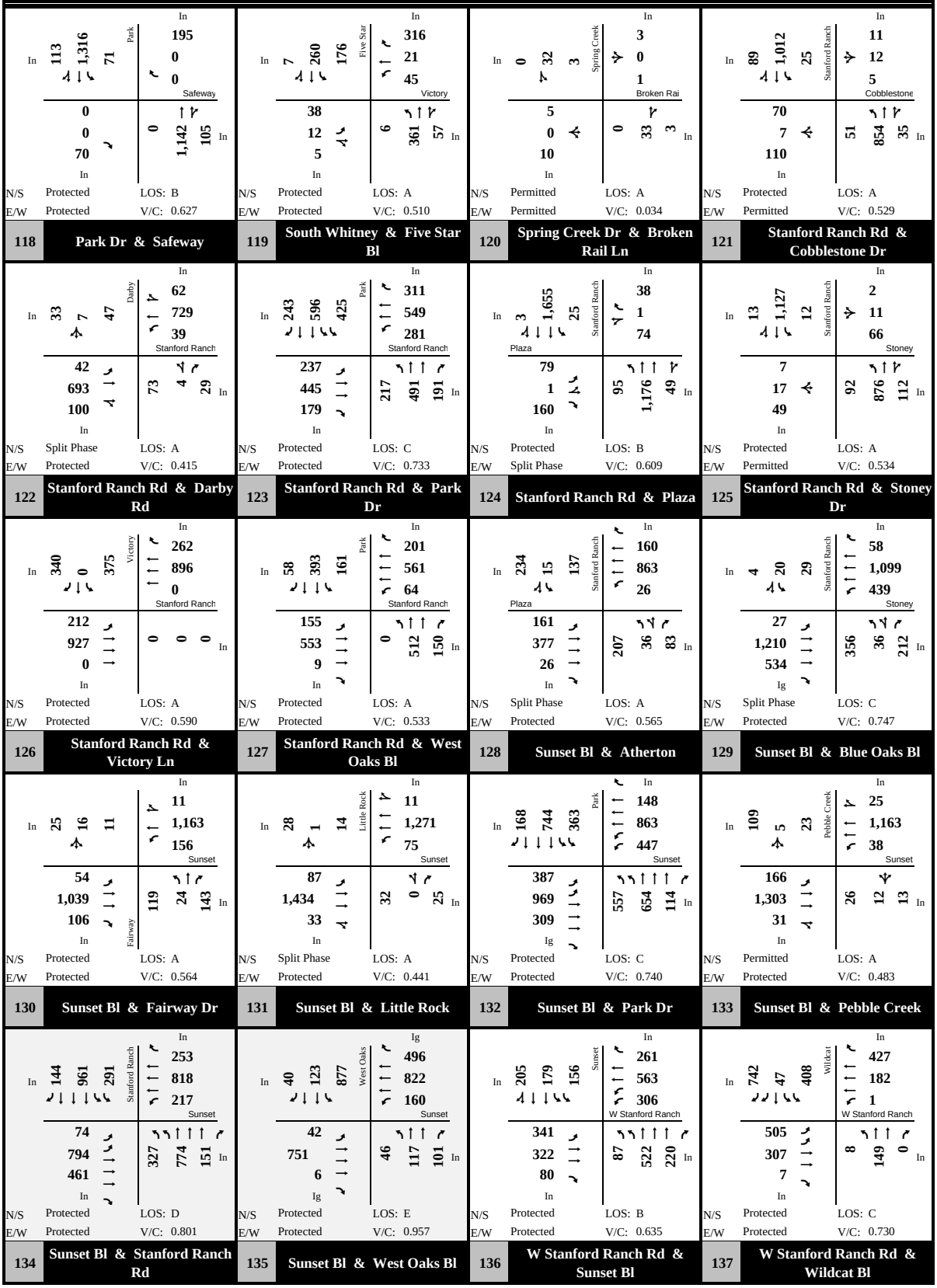


Figure D5
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Plus Project Conditions

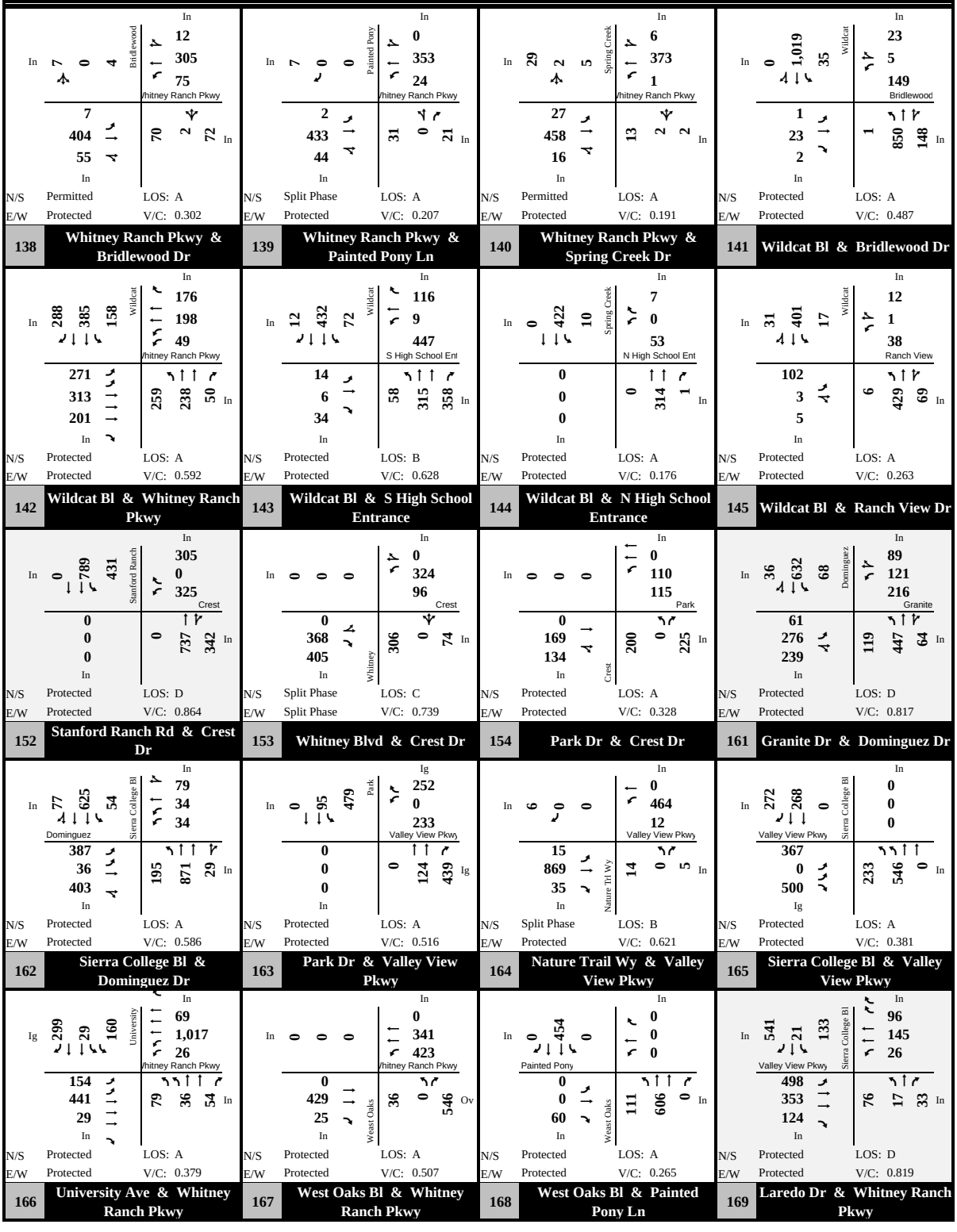
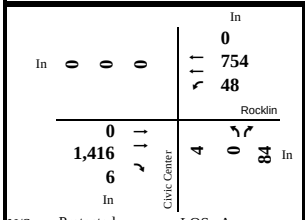
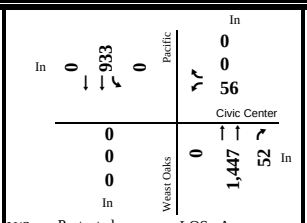


Figure D5
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Existing Plus Project Conditions



N/S Protected LOS: A
E/W Protected V/C: 0.560

170 Rocklin Rd & Civic Centr Dr



N/S Protected LOS: A
E/W Protected V/C: 0.520

171 Pacific St & Civic Center Dr

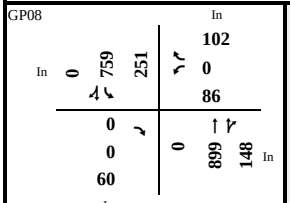
Figure D6
Existing Plus Project PM Peak Hour Intersection Level of Service
State Highway Intersections

GP08

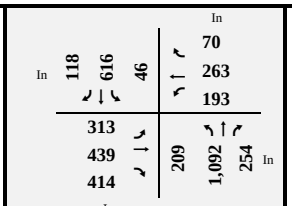
ID	Intersection	Southbound (top)	Westbound (right)	Eastbound (left)	Northbound (bottom)	N/S	E/W	LOS	Del
201	Rocklin Rd & I-80 EB	0 / 0 / 0 (In)	149 / 763 / 3 (In)	592 / 956 / 0 (In)	683 / 0 / 398 (In)	Protected	Protected	C	31.8 sec
202	Rocklin Rd & I-80 WB	369 / 1 / 88 (In)	0 / 1,148 / 247 (In)	0 / 1,451 / 1,047 (Ig)	0 / 0 / 0 (In)	Permitted	Protected	C	23.7 sec
203	Sierra College Bl & I-80 WB	40 / 1,160 / 0 (In)	228 / 38 / 276 (In)	94 / 0 / 255 (In)	135 / 580 / 272 (In)	Protected	Split Phase	C	26.8 sec
204	Sierra College Bl & I-80 EB	85 / 570 / 263 (In)	291 / 0 / 125 (In)	281 / 172 / 105 (In)	0 / 788 / 100 (In)	Protected	Protected	C	28.4 sec
205	SR 65 & Sunset Blvd	28 / 1,696 / 203 (In)	456 / 330 / 608 (In)	189 / 194 / 334 (Ig)	379 / 1,703 / 130 (In)	Protected	Protected	E	71.3 sec
210	Blue Oaks Blvd & SR 65 SB	339 / 368 / 70 (Ig)	931 / 763 / 441 (Ig)	0 / 888 / 217 (Ov)	209 / 0 / 641 (Ov)	Protected	Protected	C	25.7 sec
211	Blue Oaks Blvd & SR 65 NB Off	0 / 0 / 0 (In)	0 / 2,035 / 207 (Ig)	0 / 993 / 272 (Ig)	58 / 0 / 384 (Ig)	Permitted	Protected	A	7.4 sec
212	Pleasant Grove Blvd & SR 65 NB	0 / 0 / 0 (In)	0 / 2,148 / 0 (In)	0 / 1,369 / 282 (In)	351 / 0 / 823 (Ov)	Permitted	Protected	E	79.4 sec
213	Pleasant Grove Blvd & SR 65 SB	221 / 0 / 94 (Ig)	0 / 2,717 / 400 (In)	0 / 1,564 / 734 (In)	0 / 0 / 0 (In)	Permitted	Protected	C	28.3 sec
214	Stanford Ranch Rd & SR 65 NB	244 / 2,617 / 0 (In)	1,001 / 0 / 0 (Ig)	0 / 0 / 323 (Ig)	738 / 1,499 / 0 (In)	Protected	Permitted	C	30.4 sec
215	Stanford Ranch Rd & SR 65 SB	0 / 2,199 / 806 (In)	199 / 0 / 0 (Ig)	0 / 0 / 635 (Ig)	0 / 2,342 / 402 (In)	Protected	Permitted	D	50.9 sec
216	Sierra College Blvd & SR 193	8 / 4 / 4 (In)	76 / 174 / 114 (In)	5 / 196 / 275 (In)	500 / 5 / 190 (In)	Stop Sign	Uncontrolled	F[187.2]	84.7 sec

Figure D7
Existing Plus Project PM Peak Hour Intersection Level of Service
Loomis Intersections

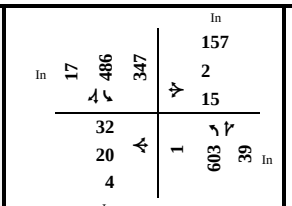
GP08



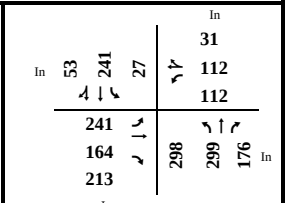
301 Sierra College Bl & Brace Rd



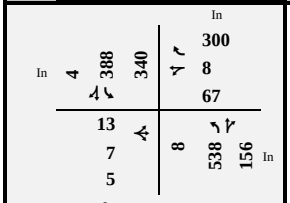
302 Sierra College Bl & Taylor Rd



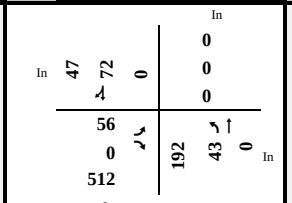
304 Sierra College Bl & King Rd



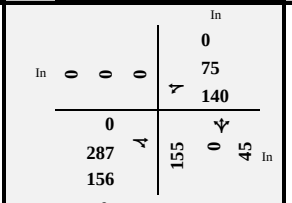
305 Taylor Rd & King Rd



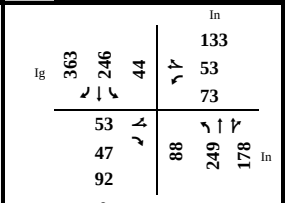
306 Taylor Rd & Horseshoe Bar



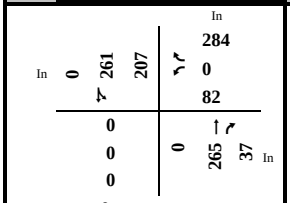
307 Rocklin Rd & Barton Rd



308 Barton Rd & Brace Rd



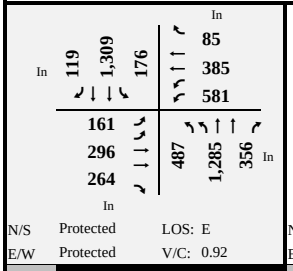
309 Horseshoe Bar Rd & I-80 WB Ramp



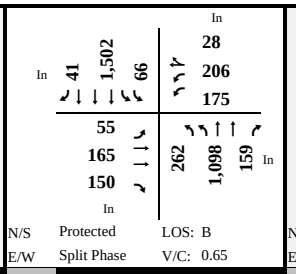
310 Horseshoe Bar Rd & I-80 EB Ramp

Figure D8
Existing Plus Project PM Peak Hour Intersection Level of Service
Roseville, Lincoln, and Placer County Intersections

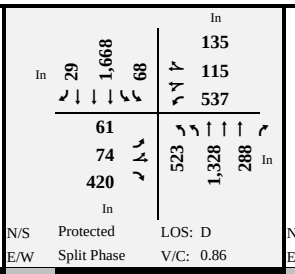
Roseville Intersections



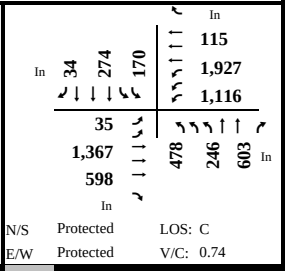
401 Pleasant Grove & Fairway



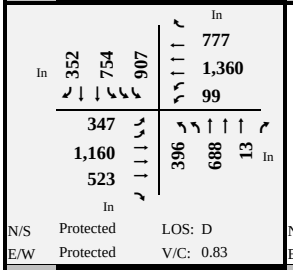
402 Stanford Ranch & Fairway



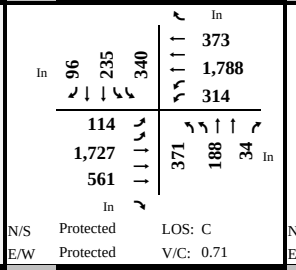
403 Stanford Ranch & Five Star



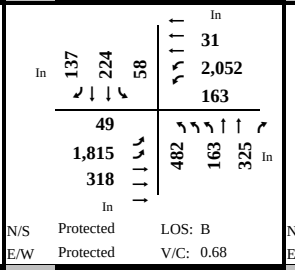
404 Pleasant Grove & Roseville Pkwy



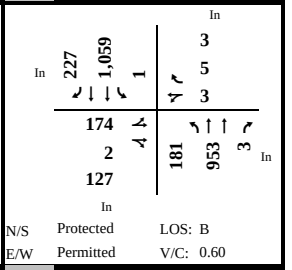
405 Galleria & Roseville Pkwy



406 Roseville Parkway & Taylor

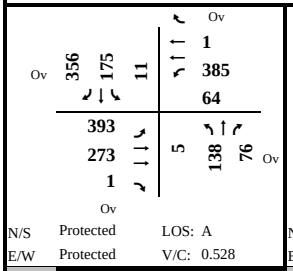


407 Roseville Parkway & N. Sunrise

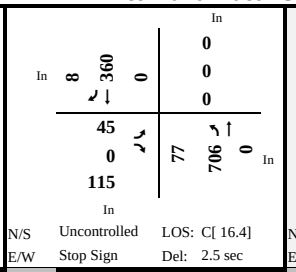


408 Sierra College & Secret Ravine

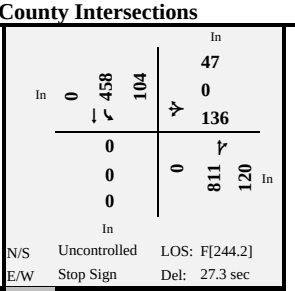
Lincoln and Placer County Intersections



501 E Joiner Pkwy & Twelve Bridges



502 Sierra College & Twelve Bridges



601 Sierra College & English Colony

Figure D9
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Current General Plan

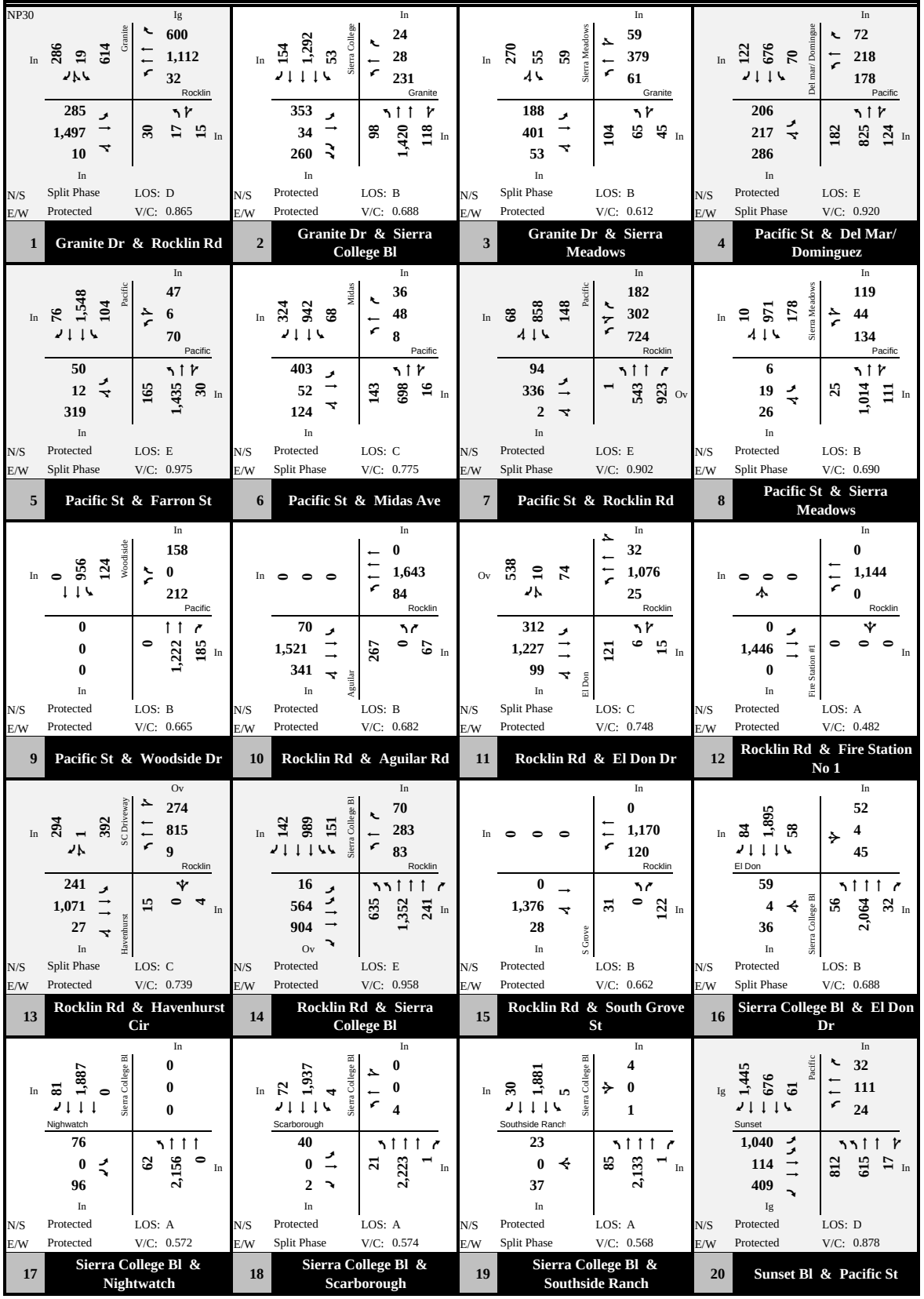
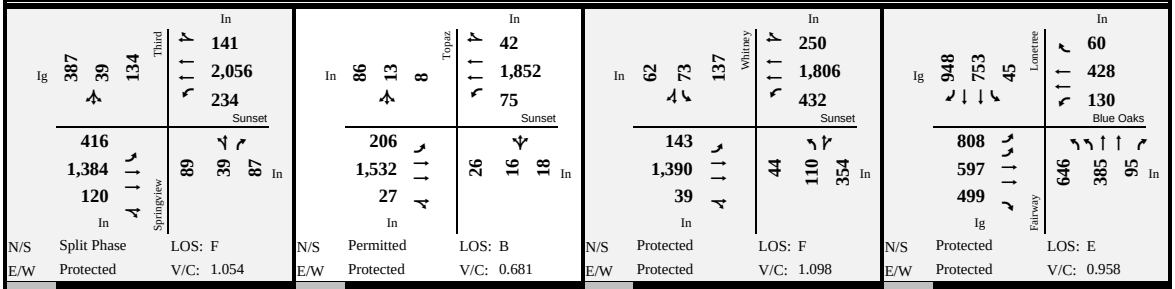


Figure D9
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Current General Plan



N/S	Split Phase	LOS: F
E/W	Protected	V/C: 1.054

21 Sunset Bl & Springview Dr

N/S	Permitted	LOS: B
E/W	Protected	V/C: 0.681

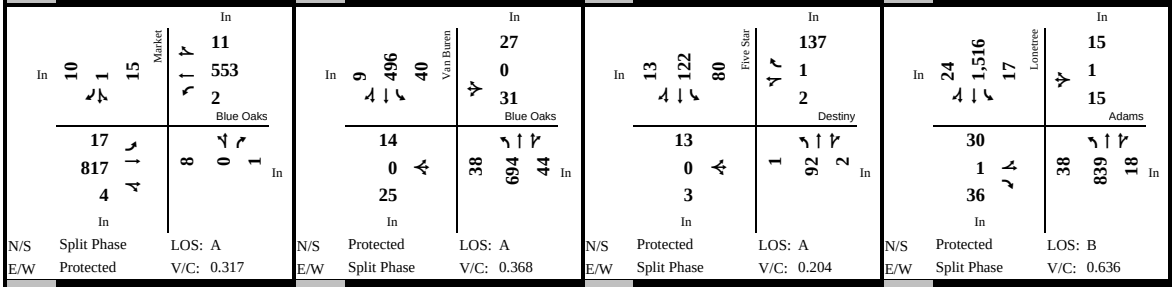
22 Sunset Bl & Topaz Ave

N/S	Protected	LOS: F
E/W	Protected	V/C: 1.098

23 Sunset Bl & Whitney Bl

N/S	Protected	LOS: E
E/W	Protected	V/C: 0.958

101 Blue Oaks Bl & Lonetree



N/S	Split Phase	LOS: A
E/W	Protected	V/C: 0.317

102 Blue Oaks Bl & Market Place

N/S	Protected	LOS: A
E/W	Split Phase	V/C: 0.368

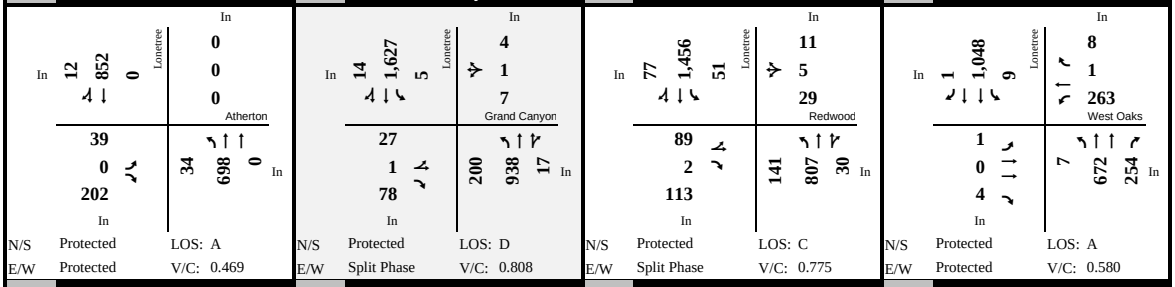
103 Blue Oaks Bl & Van Buren Way

N/S	Protected	LOS: A
E/W	Split Phase	V/C: 0.204

104 Five Star & Destiny Dr

N/S	Protected	LOS: B
E/W	Split Phase	V/C: 0.636

105 Lonetree Bl & Adams Dr



N/S	Protected	LOS: A
E/W	Protected	V/C: 0.469

106 Lonetree Bl & Atherton Rd

N/S	Protected	LOS: D
E/W	Split Phase	V/C: 0.808

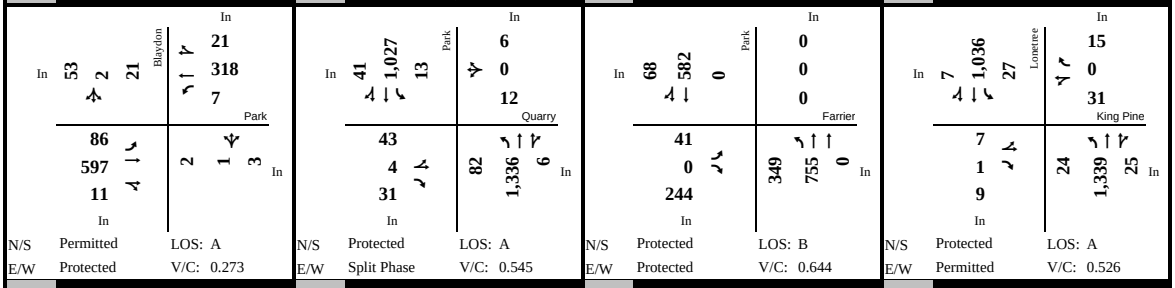
107 Lonetree Bl & Grand Canyon Dr

N/S	Protected	LOS: C
E/W	Split Phase	V/C: 0.775

108 Lonetree Bl & Redwood Dr

N/S	Protected	LOS: A
E/W	Protected	V/C: 0.580

109 Lonetree Bl & West Oaks Bl



N/S	Permitted	LOS: A
E/W	Protected	V/C: 0.273

110 Park Dr & Blaydon Rd

N/S	Protected	LOS: A
E/W	Split Phase	V/C: 0.545

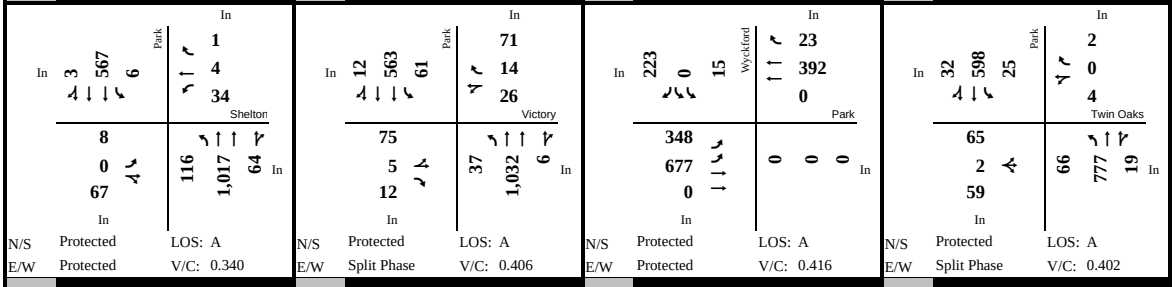
111 Park Dr & Quarry Way

N/S	Protected	LOS: B
E/W	Protected	V/C: 0.644

112 Park Dr & Farrier Rd

N/S	Protected	LOS: A
E/W	Permitted	V/C: 0.526

113 Park Dr & King Pine Dr



N/S	Protected	LOS: A
E/W	Protected	V/C: 0.340

114 Park Dr & Shelton

N/S	Protected	LOS: A
E/W	Split Phase	V/C: 0.406

115 Park Dr & Victory Lane

N/S	Protected	LOS: A
E/W	Protected	V/C: 0.416

116 Park Dr & Wykford Bl

N/S	Protected	LOS: A
E/W	Split Phase	V/C: 0.402

117 Park Dr & Twin Oaks/ Boardwalk

Figure D9
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Current General Plan

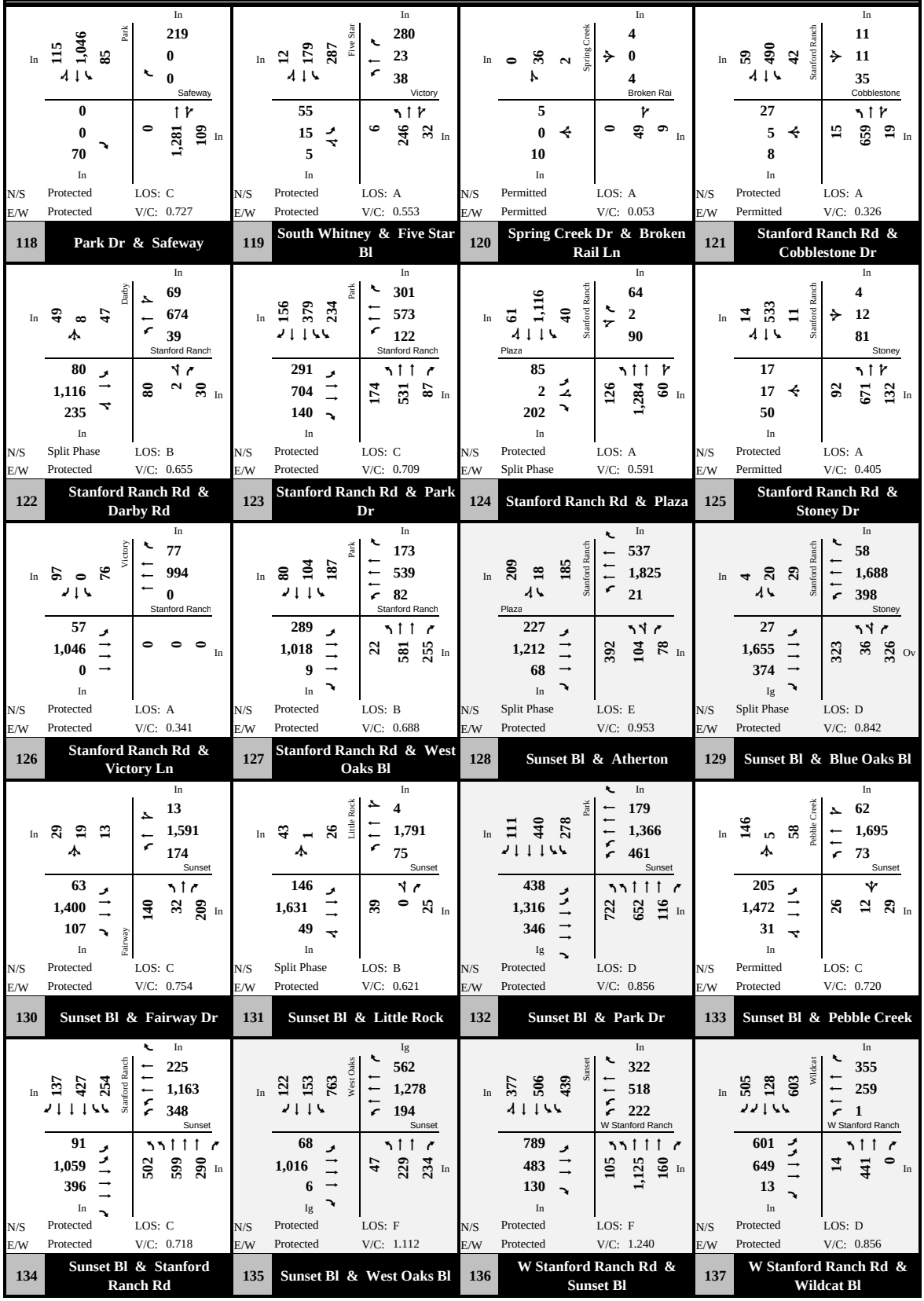


Figure D9
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Current General Plan

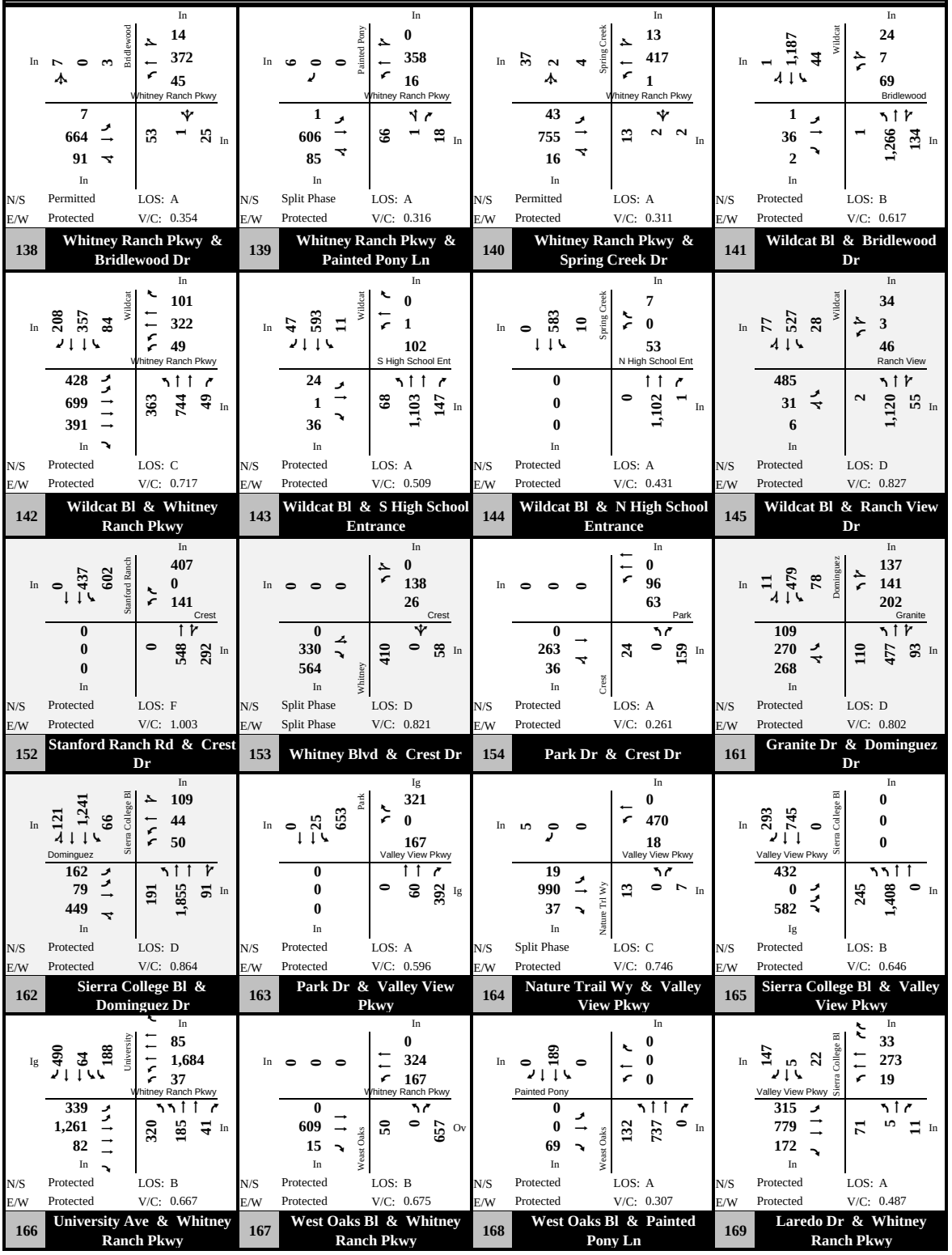
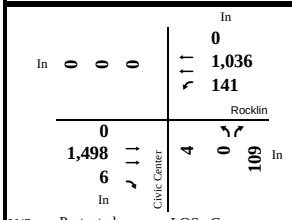
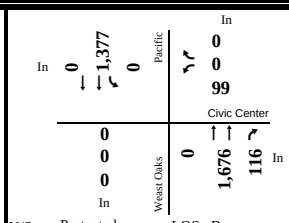


Figure D9
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Current General Plan



N/S Protected LOS: C
E/W Protected V/C: 0.701

170 **Rocklin Rd & Civic Centr Dr**



N/S Protected LOS: B
E/W Protected V/C: 0.658

171 **Pacific St & Civic Center Dr**

Figure D10
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Proposed General Plan

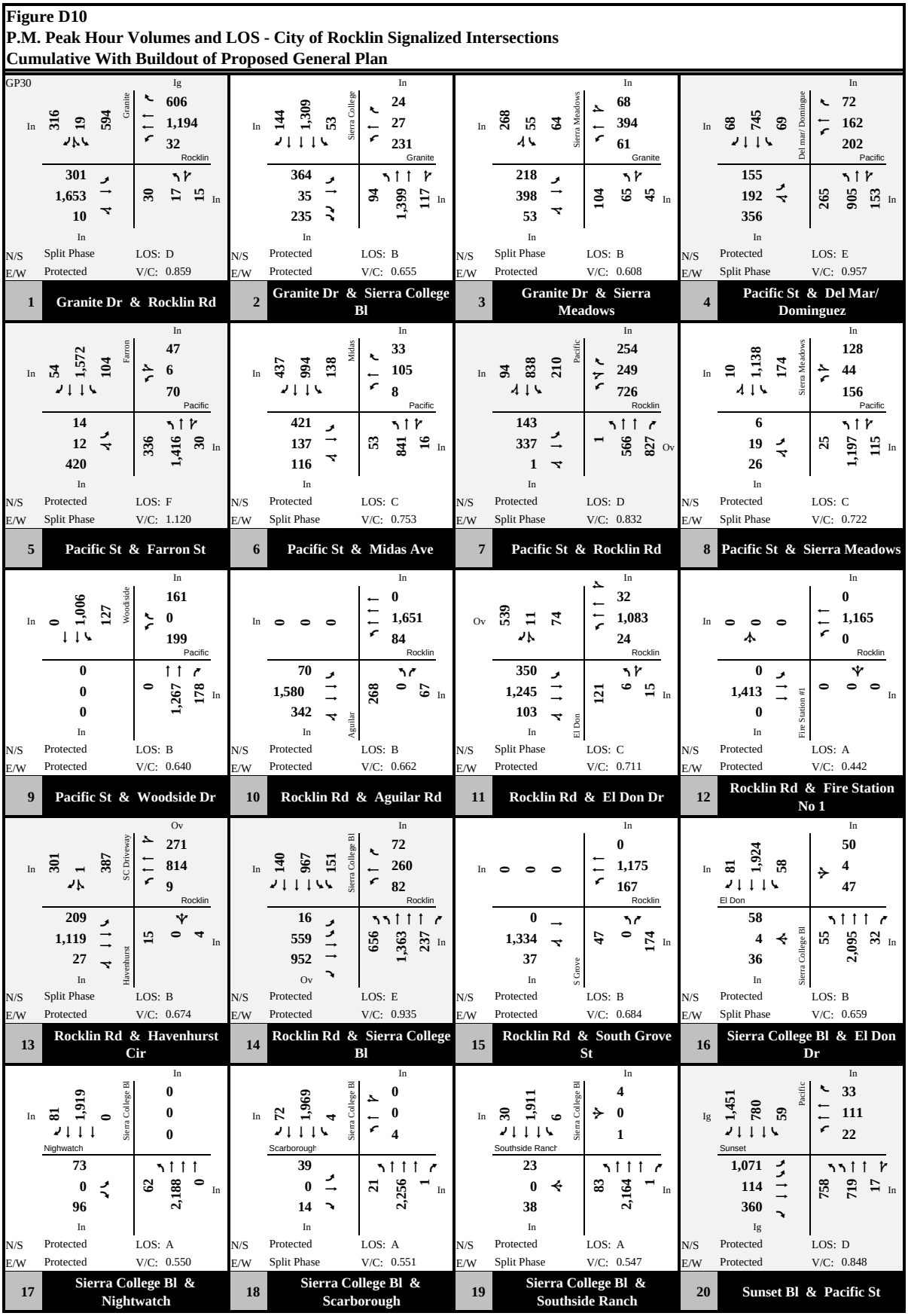


Figure D10
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Proposed General Plan

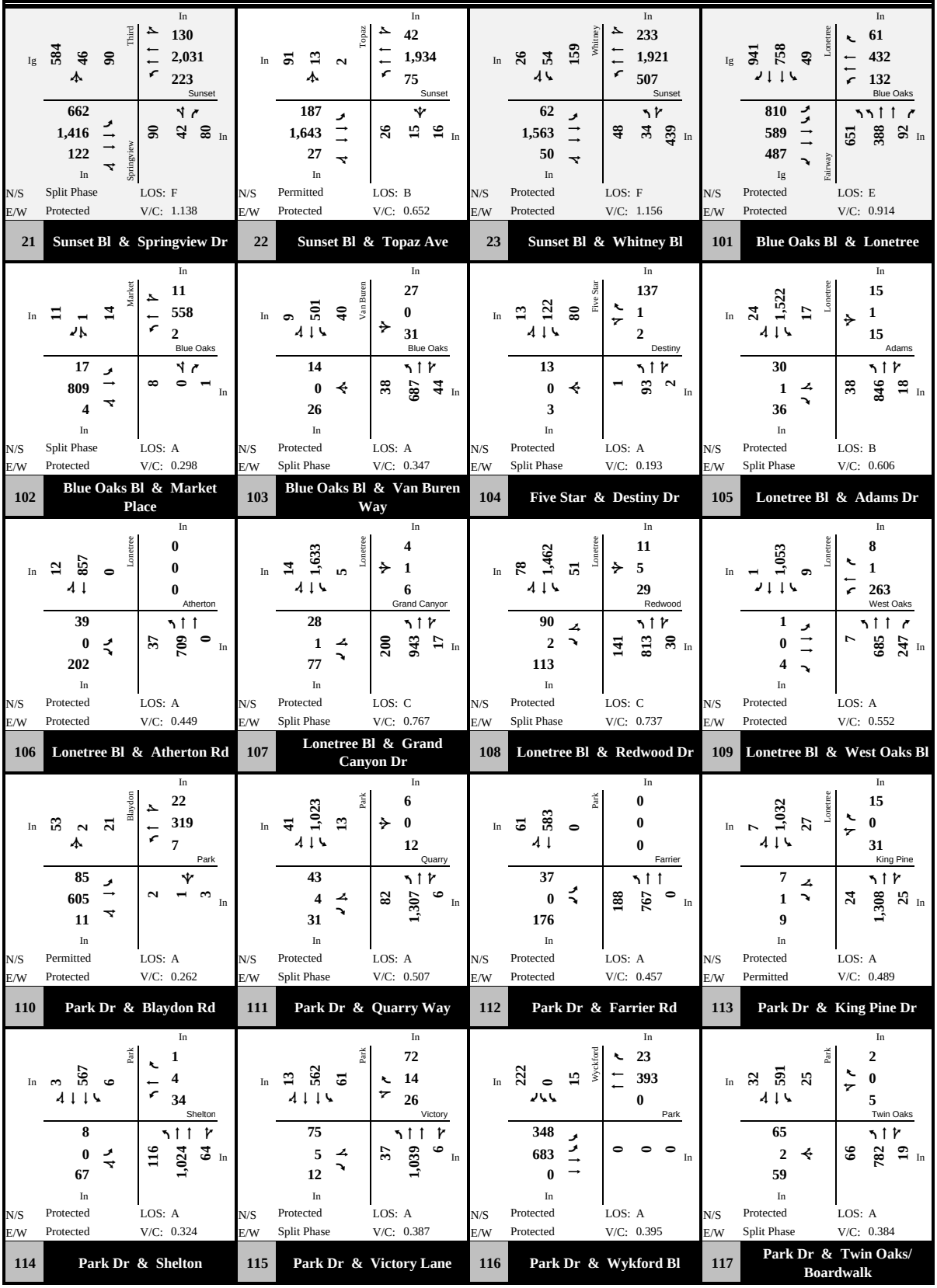


Figure D10
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Proposed General Plan

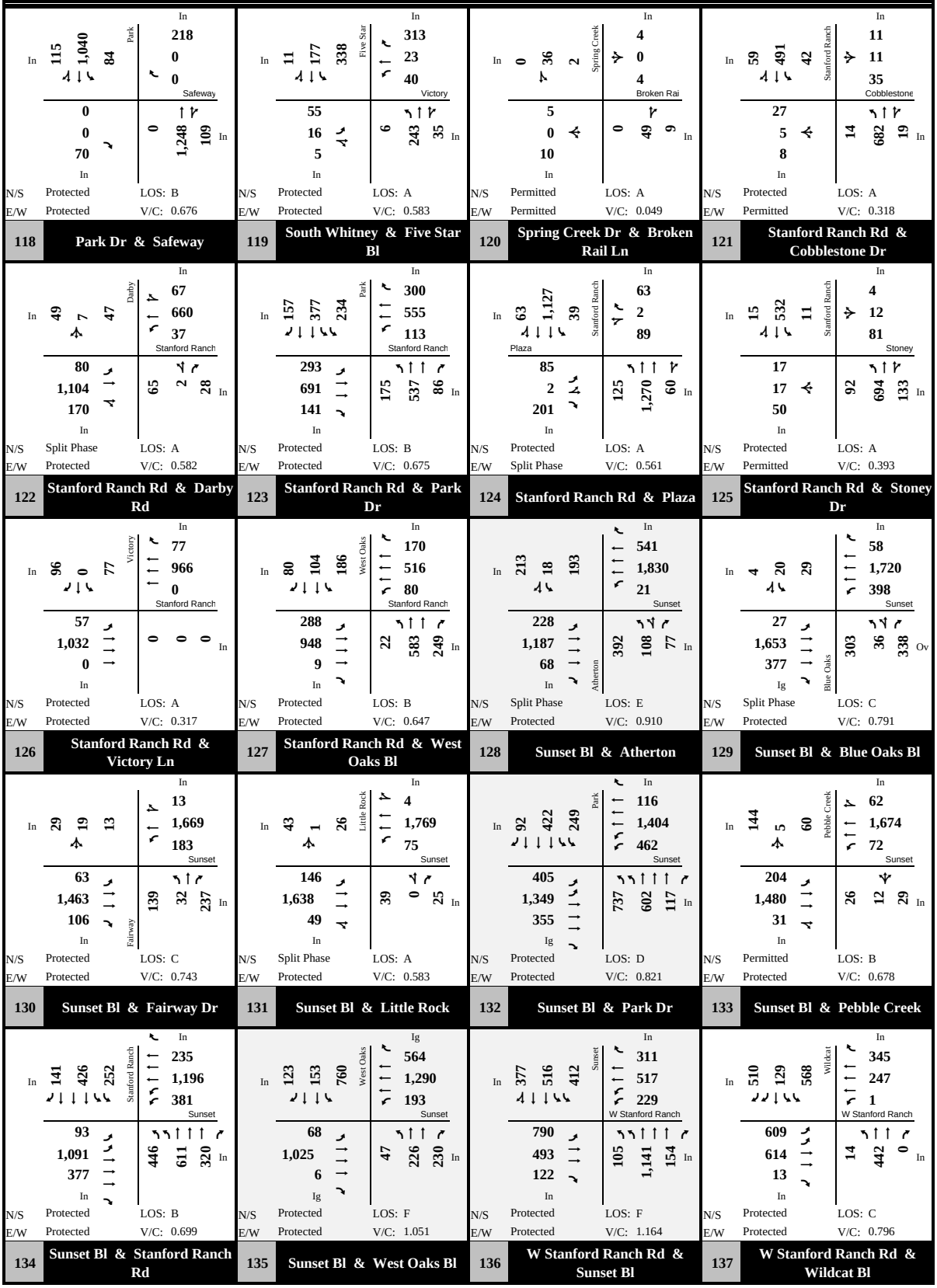


Figure D10
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Proposed General Plan

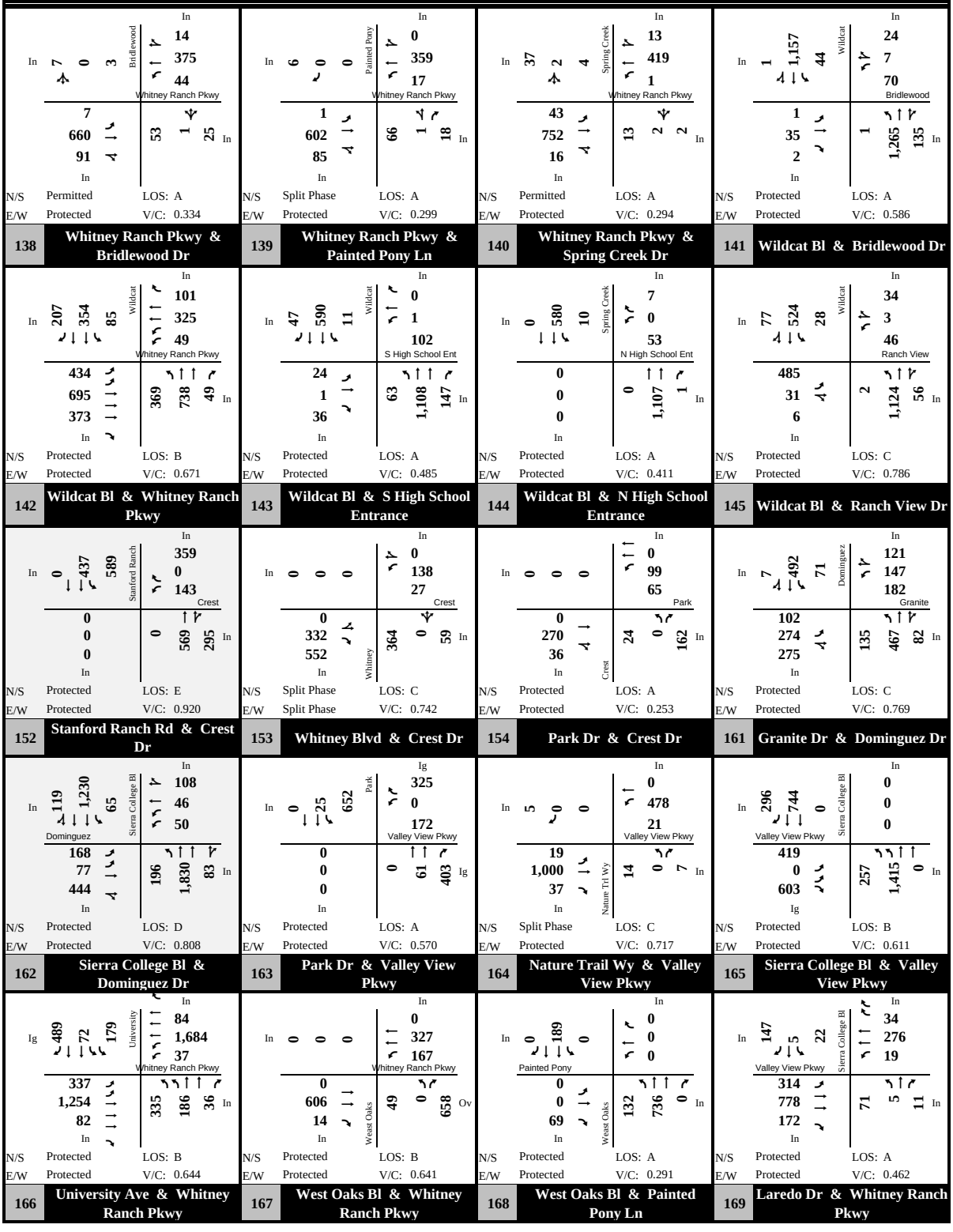
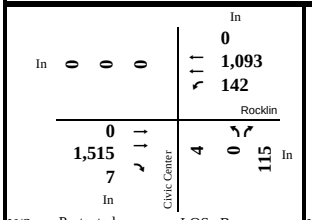
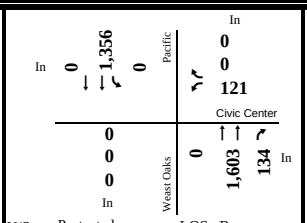


Figure D10
P.M. Peak Hour Volumes and LOS - City of Rocklin Signalized Intersections
Cumulative With Buildout of Proposed General Plan

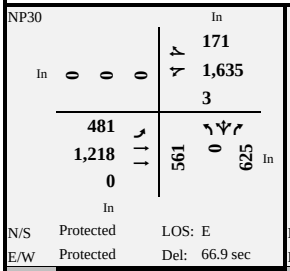


170 Rocklin Rd & Civic Centr Dr

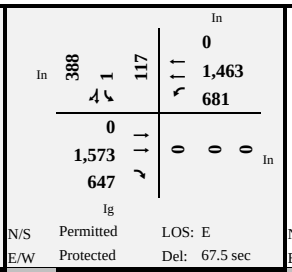


171 Pacific St & Civic Center Dr

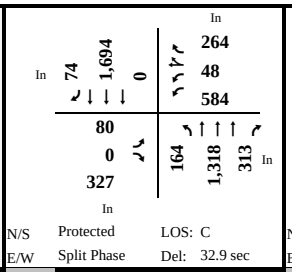
Figure D11
Cumulative PM Peak Hour Intersection Level of Service
State Highway Intersections



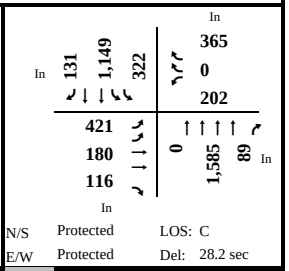
201 Rocklin Rd & I-80 EB



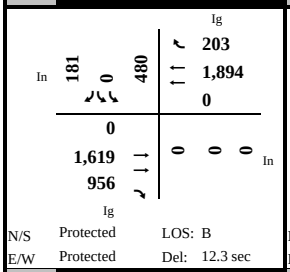
202 Rocklin Rd & I-80 WB



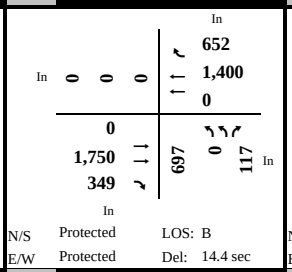
203 Sierra College Bl & I-80 WB



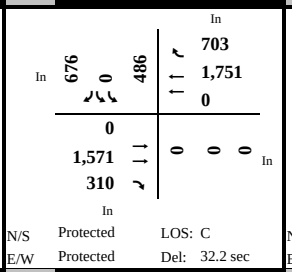
204 Sierra College Bl & I-80 EB



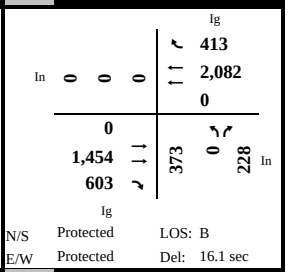
206 Sunset & SR 65 SB



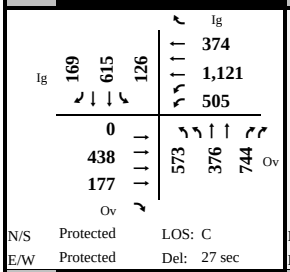
207 Sunset & SR 65 NB



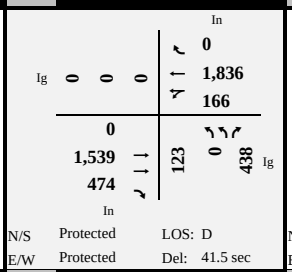
208 Whitney Ranch Pkwy & SR 65 SB



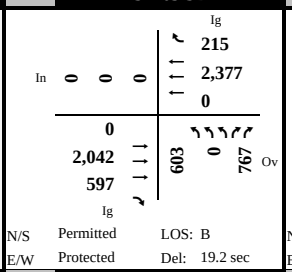
209 Whitney Ranch Pkwy & SR 65 NB



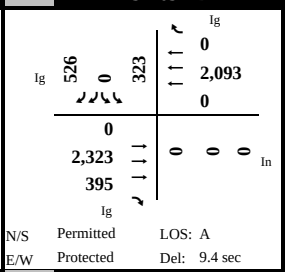
210 Blue Oaks Blvd & SR 65 SB



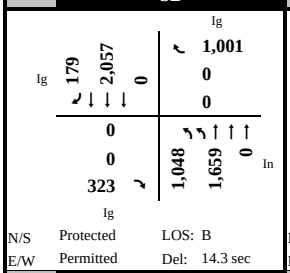
211 Blue Oaks Blvd & SR 65 NB Off



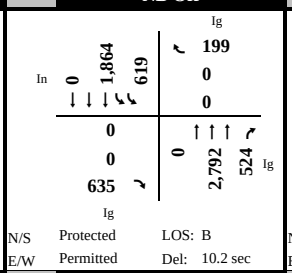
212 Pleasant Grove Blvd & SR 65 NB



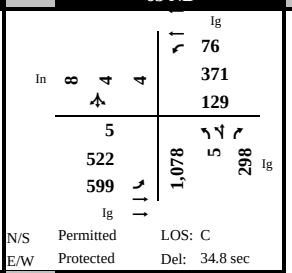
213 Pleasant Grove Blvd & SR 65 SB



214 Stanford Ranch Rd & SR 65 NB



215 Stanford Ranch Rd & SR 65 SB



216 Sierra College Blvd & SR 65 SB

Figure D12
Cumulative Plus Project PM Peak Hour Intersection Level of Service
State Highway Intersections

GP30

201 Rocklin Rd & I-80 EB				202 Rocklin Rd & I-80 WB				203 Sierra College Bl & I-80 WB				204 Sierra College Bl & I-80 EB			
In	0	0	0	In	410	1	117	In	74	1,686	0	In	126	1,142	322
	↘	↓	↓		↓	↓	↘		↘	↓	↓		↘	↓	↓
	470	1,291	0		0	1,635	721		58	0	328		430	180	110
	In				In				In				In		
N/S	Protected			N/S	Permitted			N/S	Protected			N/S	Protected		
E/W	Protected			E/W	Protected			E/W	Split Phase			E/W	Protected		
LOS: E				LOS: E				LOS: C				LOS: C			
Del: 65.9 sec				Del: 71.4 sec				Del: 32.9 sec				Del: 28.4 sec			

	↗	↑	↑		↑	↑	↗		↗	↑	↑		↗	↑	↑
	169	1,645	3		0	1,528	655		263	48	579		367	0	200
In	↖	↑	↑	In	↖	↑	↑	In	↖	↑	↑	In	↖	↑	↑
	590	0	612		0	0	0		164	1,315	301		0	1,555	100

206 Sunset & SR 65 SB				207 Sunset & SR 65 NB				208 Whitney Ranch Pkwy & SR 65 SB				209 Whitney Ranch Pkwy & SR 65 NB			
In	177	0	482	In	0	0	0	In	678	0	483	In	0	0	0
	↘	↓	↓		↓	↓	↘		↘	↓	↓		↘	↓	↓
	0	1,593	964		0	1,724	352		0	1,562	311		0	1,445	599
	Ig				In				In				Ig		
N/S	Protected			N/S	Protected			N/S	Protected			N/S	Protected		
E/W	Protected			E/W	Protected			E/W	Protected			E/W	Protected		
LOS: B				LOS: B				LOS: C				LOS: B			
Del: 12.3 sec				Del: 14.5 sec				Del: 32.5 sec				Del: 16.2 sec			

	↗	↑	↑		↗	↑	↑		↗	↑	↑		↗	↑	↑
	206	1,897	0		655	1,406	0		707	1,758	0		417	2,091	0
Ig	↖	↑	↑	In	↖	↑	↑	In	↖	↑	↑	Ig	↖	↑	↑
	0	0	0		697	0	119		0	0	0		374	0	227

210 Blue Oaks Blvd & SR 65 SB				211 Blue Oaks Blvd & SR 65 NB Off				212 Pleasant Grove Blvd & SR 65 NB				213 Pleasant Grove Blvd & SR 65 SB			
Ig	172	614	127	Ig	0	0	0	In	0	0	0	Ig	526	0	334
	↘	↓	↘		↘	↑	↗		↑	↑	↗		↙	↙	↘
	0	437	180		0	1,534	477		0	2,049	602		0	2,325	406
	Ov				In				Ig				Ig		
N/S	Protected			N/S	Protected			N/S	Permitted			N/S	Permitted		
E/W	Protected			E/W	Protected			E/W	Protected			E/W	Protected		
LOS: C				LOS: D				LOS: B				LOS: A			
Del: 27 sec				Del: 41.3 sec				Del: 19.3 sec				Del: 9.8 sec			

	↗	↑	↑		↗	↑	↑		↗	↑	↑		↗	↑	↑
	375	1,122	506		0	1,838	166		213	2,418	0		0	2,110	0
Ig	↖	↑	↑	Ig	↖	↑	↑	In	↖	↑	↑	Ig	↖	↑	↑
	566	378	742		122	0	427		591	0	771		0	0	0

214 Stanford Ranch Rd & SR 65 NB				215 Stanford Ranch Rd & SR 65 SB				216 Sierra College Blvd & SR 65 SB			
Ig	182	2,097	0	In	0	1,900	616	In	8	4	4
	↙	↓	↓		↓	↓	↙		↙		↑
	0	0	323		0	0	635		5	528	599
	Ig				Ig				Ig		
N/S	Protected			N/S	Protected			N/S	Permitted		
E/W	Permitted			E/W	Permitted			E/W	Protected		
LOS: B				LOS: B				LOS: C			
Del: 14.3 sec				Del: 10.1 sec				Del: 34.9 sec			

	↗	↑	↑		↗	↑	↑		↗	↑	↑
	1,001	0	0		199	0	0		76	371	129
Ig	↖	↑	↑	Ig	↖	↑	↑	Ig	↖	↑	↑
	1,037	1,669	0		0	2,803	524		1,080	5	290

Figure D13
Cumulative No Project PM Peak Hour Intersection Level of Service
Loomis Intersections

NP30

#	Intersection	Southbound volumes (L-to-R as printed)	Westbound volumes	Eastbound volumes	Northbound volumes	N/S	E/W	LOS	Del
301	Sierra College Bl & Brace Rd	0, 1,164, 505	368, 0, 284	0, 0, 60	0, 1,633, 304	Permitted	Protected	D	36.7 sec
302	Sierra College Bl & Taylor Rd	179, 1,022, 122	107, 294, 336	261, 444, 299	225, 1,481, 288	Protected	Protected	E	55.9 sec
304	Sierra College Bl & King Rd	18, 781, 346	150, 4, 15	173, 46, 4	2, 1,257, 40	Protected	Split Phase	D	35.5 sec
305	Taylor Rd & King Rd	101, 322, 33	35, 96, 121	91, 291, 235	286, 473, 237	Protected	Protected	C	30.3 sec
306	Taylor Rd & Horseshoe Bar	4, 470, 462	472, 8, 139	13, 7, 5	8, 618, 180	Protected	Split Phase	F	80.6 sec
307	Rocklin Rd & Barton Rd	132, 104, 0	0, 0, 0	429, 0, 507	261, 112, 0	Stop Sign	Stop Sign	C	23.6 sec
308	Barton Rd & Brace Rd	0, 0, 0	0, 191, 181	0, 541, 173	205, 0, 129	Stop Sign	Uncontrolled	F[257.9]	61.9 sec
309	Horseshoe Bar Rd & I-80 WB Ramp	537, 267, 47	140, 49, 70	82, 46, 174	291, 563, 175	Protected	Split Phase	C	26.4 sec
310	Horseshoe Bar Rd & I-80 EB Ramp	0, 450, 119	409, 0, 189	0, 0, 0	0, 653, 292	Uncontrolled	Stop Sign	F[103.3]	29.8 sec

Figure D14
Cumulative Plus Project PM Peak Hour Intersection Level of Service
Loomis Intersections

GP30

301 Sierra College Bl & Brace Rd			
In: 0 / 1,164 / 510	369 / 0 / 289		
0 / 0 / 60		0 / 1,625 / 299	In
In			
N/S Permitted	LOS: D		
E/W Protected	Del: 37 sec		

302 Sierra College Bl & Taylor Rd			
In: 189 / 1,017 / 120	108 / 302 / 332		
272 / 450 / 315		226 / 1,476 / 287	In
In			
N/S Protected	LOS: E		
E/W Protected	Del: 56 sec		

304 Sierra College Bl & King Rd			
In: 16 / 783 / 347	151 / 4 / 15		
187 / 21 / 4		2 / 1,246 / 39	In
In			
N/S Protected	LOS: C		
E/W Split Phase	Del: 34.6 sec		

305 Taylor Rd & King Rd			
In: 101 / 324 / 33	35 / 96 / 121		
92 / 290 / 234		288 / 473 / 244	In
In			
N/S Protected	LOS: C		
E/W Protected	Del: 30.3 sec		

306 Taylor Rd & Horseshoe Bar			
In: 4 / 472 / 462	479 / 8 / 139		
13 / 7 / 5		8 / 616 / 182	In
In			
N/S Protected	LOS: F		
E/W Split Phase	Del: 81.9 sec		

307 Rocklin Rd & Barton Rd			
In: 122 / 102 / 0	0 / 0 / 0		
421 / 0 / 508		249 / 114 / 0	In
In			
N/S Stop Sign	LOS: C		
E/W Stop Sign	Del: 22.5 sec		

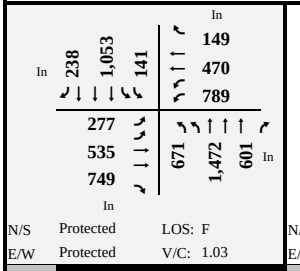
308 Barton Rd & Brace Rd			
In: 0 / 0 / 0	0 / 186 / 182		
0 / 541 / 171		214 / 0 / 122	In
In			
N/S Stop Sign	LOS: F[271.3]		
E/W Uncontrolled	Del: 65.7 sec		

309 Horseshoe Bar Rd & I-80 WB Ramp			
In: 536 / 268 / 47	140 / 49 / 70		
81 / 46 / 173		293 / 568 / 175	In
In			
N/S Protected	LOS: C		
E/W Split Phase	Del: 26.4 sec		

310 Horseshoe Bar Rd & I-80 EB Ramp			
In: 0 / 449 / 120	423 / 0 / 193		
0 / 0 / 0		0 / 647 / 301	In
In			
N/S Uncontrolled	LOS: F[107.3]		
E/W Stop Sign	Del: 31.6 sec		

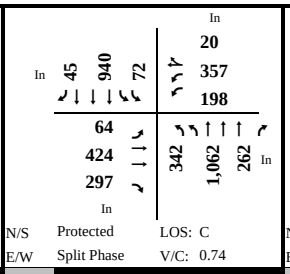
Figure D15
Cumulative No Project PM Peak Hour Intersection Level of Service
Roseville, Lincoln, and Placer County Intersections

Roseville Intersections



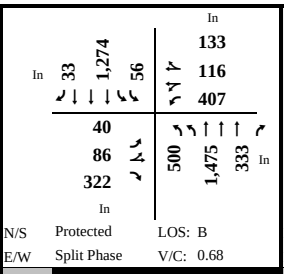
N/S Protected LOS: F
E/W Protected V/C: 1.03

401 Pleasant Grove & Fairway



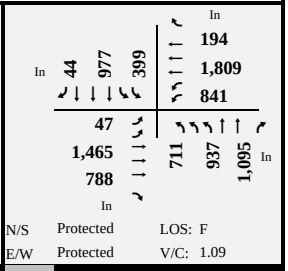
N/S Protected LOS: C
E/W Split Phase V/C: 0.74

402 Stanford Ranch & Fairway



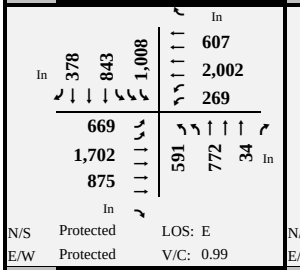
N/S Protected LOS: B
E/W Split Phase V/C: 0.68

403 Stanford Ranch & Five Star



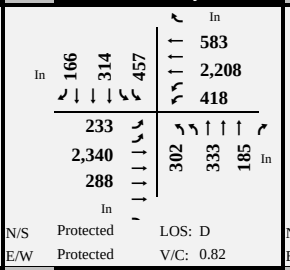
N/S Protected LOS: F
E/W Protected V/C: 1.09

404 Pleasant Grove & Roseville Pkwy



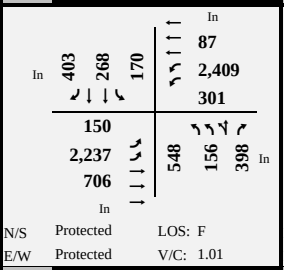
N/S Protected LOS: E
E/W Protected V/C: 0.99

405 Galleria & Roseville Pkwy



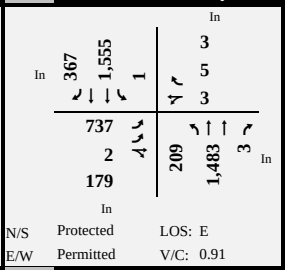
N/S Protected LOS: D
E/W Protected V/C: 0.82

406 Roseville Parkway & Taylor



N/S Protected LOS: F
E/W Protected V/C: 1.01

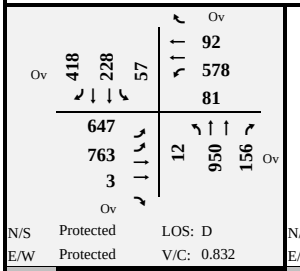
407 Roseville Parkway & N. Sunrise



N/S Protected LOS: E
E/W Permitted V/C: 0.91

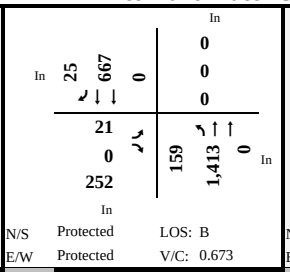
408 Sierra College & Secret Ravine

Lincoln and Placer County Intersections



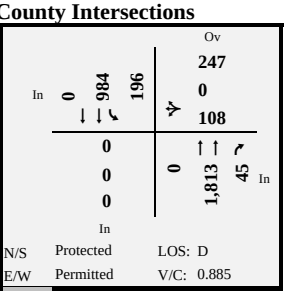
N/S Protected LOS: D
E/W Protected V/C: 0.832

501 E Lincoln Pkwy & Twelve Bridges



N/S Protected LOS: B
E/W Protected V/C: 0.673

502 Sierra College & Twelve Bridges

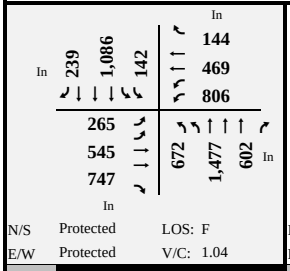


N/S Protected LOS: D
E/W Permitted V/C: 0.885

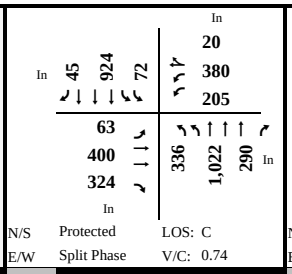
601 Sierra College & English Colony

Figure D16
Cumulative Plus Project PM Peak Hour Intersection Level of Service
Roseville, Lincoln, and Placer County Intersections

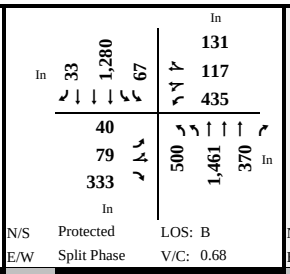
Roseville Intersections



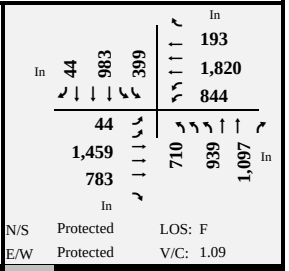
401 Pleasant Grove & Fairway



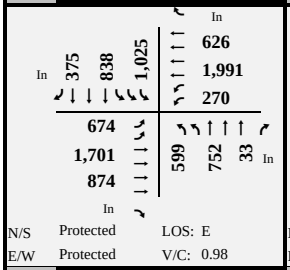
402 Stanford Ranch & Fairway



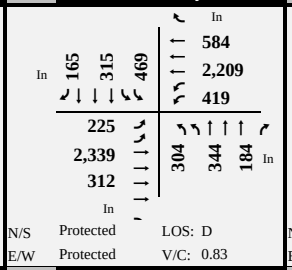
403 Stanford Ranch & Five Star



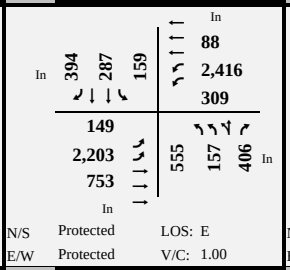
404 Pleasant Grove & Roseville Pkwy



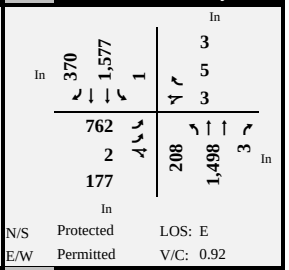
405 Galleria & Roseville Pkwy



406 Roseville Parkway & Taylor

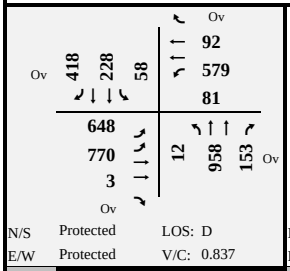


407 Roseville Parkway & N. Sunrise

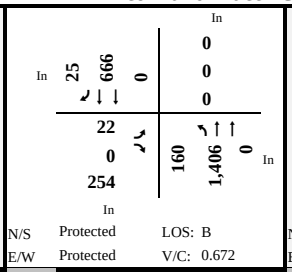


408 Sierra College & Secret Ravine

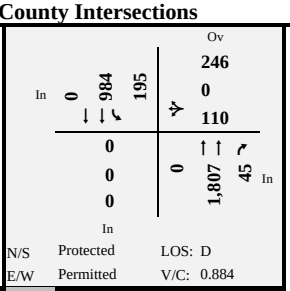
Lincoln and Placer County Intersections



501 E Lincoln Pkwy & Twelve Bridges



502 Sierra College & Twelve Bridges



601 Sierra College & English Colony

INTERSECTION LOS WORKSHEETS
EXISTING CONDITIONS

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Granite Dr & Rocklin Rd	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000
# 2 Granite Dr & Sierra College Bl	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 3 Granite Dr & Sierra Meadows	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 4 Pacific St & Del Mar/ Domingue	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000
# 5 Pacific St & Farron St	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000
# 6 Pacific St & Midas Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000
# 7 Pacific St & Rocklin Rd	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 8 Pacific St & Sierra Meadows	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000
# 9 Pacific St & Woodside Dr	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 10 Rocklin Rd & Aguilar Rd	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000
# 11 Rocklin Rd & El Don Dr	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000
# 12 Rocklin Rd & Fire Station No 1	A	xxxxx	0.243	A	xxxxx	0.243	+ 0.000
# 13 Rocklin Rd & Havenhurst Cir	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 14 Rocklin Rd & Sierra College Bl	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000
# 15 Rocklin Rd & South Grove St	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000
# 16 Sierra College Bl & El Don Dr	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000
# 17 Sierra College Bl & Nightwatch	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000
# 18 Sierra College Bl & Scarboroug	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000
# 19 Sierra College Bl & Southside	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000
# 20 Sunset Bl & Pacific St	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000
# 21 Sunset Bl & Springview Dr	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 22 Sunset Bl & Topaz Ave	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 23 Sunset Bl & Whitney Bl	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#101 Blue Oaks Bl & Lonetree	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
#102 Blue Oaks Bl & Market Place	A	xxxxx	0.244	A	xxxxx	0.244	+ 0.000
#103 Blue Oaks Bl & Van Buren Way	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000
#104 Five Star & Destiny Dr	A	xxxxx	0.194	A	xxxxx	0.194	+ 0.000
#105 Lonetree Bl & Adams Dr	A	xxxxx	0.308	A	xxxxx	0.308	+ 0.000
#106 Lonetree Bl & Atherton Rd	A	xxxxx	0.272	A	xxxxx	0.272	+ 0.000
#107 Lonetree Bl & Grand Canyon Dr	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
#108 Lonetree Bl & Redwood Dr	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
#109 Lonetree Bl & West Oaks Bl	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000
#110 Park Dr & Blaydon Rd	A	xxxxx	0.197	A	xxxxx	0.197	+ 0.000
#111 Park Dr & Quarry Way	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000
#112 Park Dr & Farrier Rd	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000
#113 Park Dr & King Pine Dr	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
#114 Park Dr & Shelton	A	xxxxx	0.274	A	xxxxx	0.274	+ 0.000
#115 Park Dr & Victory Lane	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000
#116 Park Dr & Wykford Bl	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000
#117 Park Dr & Twin Oaks/ Boardwalk	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000
#118 Park Dr & Safeway	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000
#119 South Whitney & Five Star Bl	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
#120 Spring Creek Dr & Broken Rail	A	xxxxx	0.031	A	xxxxx	0.031	+ 0.000
#121 Stanford Ranch Rd & Cobbleston	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
#122 Stanford Ranch Rd & Darby Rd	A	xxxxx	0.293	A	xxxxx	0.293	+ 0.000
#123 Stanford Ranch Rd & Park Dr	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
#124 Stanford Ranch Rd & Plaza	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000
#125 Stanford Ranch Rd & Stoney Dr	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#126 Stanford Ranch Rd & Victory Ln	A	xxxxx	0.263	A	xxxxx	0.263	+ 0.000 V/C
#127 Stanford Ranch Rd & West Oaks	A	xxxxx	0.228	A	xxxxx	0.228	+ 0.000 V/C
#128 Sunset Bl & Atherton	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
#129 Sunset Bl & Blue Oaks Bl	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#130 Sunset Bl & Fairway Dr	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
#131 Sunset Bl & Little Rock	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
#132 Sunset Bl & Park Dr	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C
#133 Sunset Bl & Pebble Creek	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#134 Sunset Bl & Stanford Ranch Rd	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
#135 Sunset Bl & West Oaks Bl	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 V/C
#136 W Stanford Ranch Rd & Sunset B	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
#137 W Stanford Ranch Rd & Wildcat	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
#138 Whitney Ranch Pkwy & Bridlewoo	A	xxxxx	0.014	A	xxxxx	0.014	+ 0.000 V/C
#139 Whitney Ranch Pkwy & Painted P	A	xxxxx	0.007	A	xxxxx	0.007	+ 0.000 V/C
#140 Whitney Ranch Pkwy & Spring Cr	A	xxxxx	0.061	A	xxxxx	0.061	+ 0.000 V/C
#141 Wildcat Bl & Bridlewood Dr	A	xxxxx	0.264	A	xxxxx	0.264	+ 0.000 V/C
#142 Wildcat Bl & Whitney Ranch Pkw	A	xxxxx	0.179	A	xxxxx	0.179	+ 0.000 V/C
#143 Wildcat Bl & S High School Ent	A	xxxxx	0.173	A	xxxxx	0.173	+ 0.000 V/C
#144 Wildcat Bl & N High School Ent	A	xxxxx	0.167	A	xxxxx	0.167	+ 0.000 V/C
#145 Wildcat Bl & Ranch View Dr	A	xxxxx	0.180	A	xxxxx	0.180	+ 0.000 V/C
#201 Rocklin Rd & I-80 EB	C	26.1	0.746	C	26.1	0.746	+ 0.000 D/V
#202 Rocklin Rd & I-80 WB	C	21.8	0.681	C	21.8	0.681	+ 0.000 D/V
#203 Sierra College Bl & I-80 WB	B	19.2	0.616	B	19.2	0.616	+ 0.000 D/V
#204 Sierra College Bl & I-80 EB	C	20.6	0.478	C	20.6	0.478	+ 0.000 D/V

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#205 SR 65 & Sunset Blvd	D	39.4	0.954	D	39.4	0.954	+ 0.000 D/V
#208 Whitney Ranch Pkwy & SR 65 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
#209 Whitney Ranch Pkwy & SR 65 NB	B	14.3	0.777	B	14.3	0.777	+ 0.000 D/V
#210 Blue Oaks Blvd & SR 65 SB	C	24.4	0.405	C	24.4	0.405	+ 0.000 D/V
#211 Blue Oaks Blvd & SR 65 NB Off	A	7.3	0.357	A	7.3	0.357	+ 0.000 D/V
#212 Pleasant Grove Blvd & SR 65 NB	C	27.2	0.887	C	27.2	0.887	+ 0.000 D/V
#213 Pleasant Grove Blvd & SR 65 SB	B	19.8	0.910	B	19.8	0.910	+ 0.000 D/V
#214 Stanford Ranch Rd & SR 65 NB	C	26.6	0.965	C	26.6	0.965	+ 0.000 D/V
#215 Stanford Ranch Rd & SR 65 SB	C	34.1	1.041	C	34.1	1.041	+ 0.000 D/V
#216 Sierra College Blvd & SR 193	F	53.5	0.944	F	53.5	0.944	+ 0.000 D/V
#301 Sierra College Bl & Brace Rd	B	16.3	0.362	B	16.3	0.362	+ 0.000 D/V
#302 Sierra College Bl & Taylor Rd	C	29.8	0.569	C	29.8	0.569	+ 0.000 D/V
#304 Sierra College Bl & King Rd	B	16.1	0.455	B	16.1	0.455	+ 0.000 D/V
#305 Taylor Rd & King Rd	C	30.5	0.586	C	30.5	0.586	+ 0.000 D/V
#306 Taylor Rd & Horseshoe Bar	D	38.3	0.844	D	38.3	0.844	+ 0.000 D/V
#501 E Lincoln Pkwy & Twelve Bridge	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#502 Sierra College & Twelve Bridge	B	12.0	0.085	B	12.0	0.085	+ 0.000 D/V
#601 Sierra College & English Colon	B	13.0	0.107	B	13.0	0.107	+ 0.000 D/V

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #1 Granite Dr & Rocklin Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	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			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	1 0	0 1	1	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	30	17	15	555	19	230	207	619	10	32	688	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	17	15	555	19	230	207	619	10	32	688	497
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:	30	17	15	555	19	230	207	619	10	32	688	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	15	555	19	230	207	619	10	32	688	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
FinalVolume:	30	17	15	555	19	230	207	619	10	32	688	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	1.93	0.07	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	730	645	2659	91	1375	1375	2706	44	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.21	0.21	0.17	0.15	0.23	0.23	0.02	0.25	0.00
Crit Volume:		32			287		207				344	
Crit Moves:	****			****			****			****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #2 Granite Dr & Sierra College Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	101	529	39	55	426	69	160	25	126	100	22	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:	101	529	39	55	426	69	160	25	126	100	22	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:	101	529	39	55	426	69	160	25	126	100	22	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	529	39	55	426	69	160	25	126	100	22	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	529	39	55	426	69	160	25	126	100	22	26
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.03	0.04	0.31	0.05	0.12	0.02	0.05	0.07	0.02	0.02
Crit Volume:		529			55		160					26
Crit Moves:	****			****			****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #3 Granite Dr & Sierra Meadows

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	1	0	1	0 1	1 0
Volume Module:												
Base Vol:	104	65	45	57	55	209	175	244	53	61	364	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	65	45	57	55	209	175	244	53	61	364	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	65	45	57	55	209	175	244	53	61	364	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	65	45	57	55	209	175	244	53	61	364	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	65	45	57	55	209	175	244	53	61	364	57
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.21	0.79	1.00	1.64	0.36	1.00	1.73	0.27
Final Sat.:	1375	813	563	1375	286	1089	1375	2259	491	1375	2378	372
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.19	0.19	0.13	0.11	0.11	0.04	0.15	0.15
Crit Volume:		110			264		175					211
Crit Moves:	****			****			****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #4 Pacific St & Del Mar/ Dominguez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	0 1	0	1	0 0 1
Volume Module:												
Base Vol:	40	527	29	31	492	17	50	34	133	28	24	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:	40	527	29	31	492	17	50	34	133	28	24	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:	40	527	29	31	492	17	50	34	133	28	24	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	527	29	31	492	17	50	34	133	28	24	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	527	29	31	492	17	50	34	133	28	24	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:	1.00	0.95	0.05	1.00	0.97	0.03	0.60	0.40	1.00	0.54	0.46	1.00
Final Sat.:	1375	1303	72	1375	1329	46	818	557	1375	740	635	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.02	0.37	0.37	0.06	0.06	0.10	0.04	0.04	0.05
Crit Volume:		556			31				133			63
Crit Moves:	****			****					****			****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #5 Pacific St & Farron St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	102	856	30	104	925	44	27	12	61	70	6	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:	102	856	30	104	925	44	27	12	61	70	6	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:	102	856	30	104	925	44	27	12	61	70	6	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	856	30	104	925	44	27	12	61	70	6	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	856	30	104	925	44	27	12	61	70	6	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	1.93	0.07	1.00	2.00	1.00	1.00	0.16	0.84	1.00	0.11	0.89
Final Sat.:	1375	2657	93	1375	2750	1375	1375	226	1149	1375	156	1219
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.08	0.34	0.03	0.02	0.05	0.05	0.05	0.04	0.04
Crit Volume:	102				463				73	70		
Crit Moves:	****				****				****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #6 Pacific St & Midas Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	224	489	16	6	580	227	134	30	142	8	32	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	489	16	6	580	227	134	30	142	8	32	4
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:	224	489	16	6	580	227	134	30	142	8	32	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	489	16	6	580	227	134	30	142	8	32	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	489	16	6	580	227	134	30	142	8	32	4
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	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2663	87	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.18	0.00	0.21	0.17	0.10	0.02	0.10	0.01	0.02	0.00
Crit Volume:	224				290				142		32	
Crit Moves:	****				****				****		****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #7 Pacific St & Rocklin Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	40	474	459	140	505	28	27	91	16	468	120	204
Growth Adj:	1.00	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	474	459	140	505	28	27	91	16	468	120	204
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:	40	474	459	140	505	28	27	91	16	468	120	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	474	459	140	505	28	27	91	16	468	120	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	474	459	140	505	28	27	91	16	468	120	204
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.70	0.30	1.59	0.41	1.00
Final Sat.:	1375	2750	1375	1375	2606	144	1375	2339	411	2189	561	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.33	0.10	0.19	0.19	0.02	0.04	0.04	0.21	0.21	0.15
Crit Volume:			459	140					54	294		
Crit Moves:			****	****					****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #8 Pacific St & Sierra Meadows

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	25	517	102	85	578	10	6	19	26	122	44	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	517	102	85	578	10	6	19	26	122	44	81
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	517	102	85	578	10	6	19	26	122	44	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	517	102	85	578	10	6	19	26	122	44	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	517	102	85	578	10	6	19	26	122	44	81
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	1.67	0.33	1.00	1.97	0.03	1.00	0.42	0.58	1.00	0.35	0.65
Final Sat.:	1375	2297	453	1375	2703	47	1375	581	794	1375	484	891
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.06	0.21	0.21	0.00	0.03	0.03	0.09	0.09	0.09
Crit Volume:			310	85					45		125	
Crit Moves:			****	****					****		****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #9 Pacific St & Woodside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0.0	0 0.0	1.0	0.0	0 1.0
Volume Module:												
Base Vol:	0	1170	136	50	779	0	0	0	0	84	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	136	50	779	0	0	0	0	84	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1170	136	50	779	0	0	0	0	84	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	136	50	779	0	0	0	0	84	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1170	136	50	779	0	0	0	0	84	0	43
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.10	0.04	0.27	0.00	0.00	0.00	0.00	0.06	0.00	0.03
Crit Volume:		585		50				0		84		
Crit Moves:		****		****						****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #10 Rocklin Rd & Aguilar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.0	0.0	0 1.0	0.0	0.0	0 0.0	1.0	0.1	1.0	1.0	2.0	0 0.0
Volume Module:												
Base Vol:	95	0	17	0	0	0	70	1098	111	21	1153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	0	17	0	0	0	70	1098	111	21	1153	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	0	17	0	0	0	70	1098	111	21	1153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	17	0	0	0	70	1098	111	21	1153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	0	17	0	0	0	70	1098	111	21	1153	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	1425	2588	262	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.05	0.42	0.42	0.01	0.40	0.00
Crit Volume:	95					0		70			577	
Crit Moves:	****							****			****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #11 Rocklin Rd & El Don Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	128	5	10	74	8	407	252	743	170	13	647	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:	128	5	10	74	8	407	252	743	170	13	647	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:	128	5	10	74	8	407	252	743	170	13	647	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	5	10	74	8	407	252	743	170	13	647	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
FinalVolume:	128	5	10	74	8	407	252	743	170	13	647	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	0.33	0.67	0.90	0.10	1.00	1.00	1.63	0.37	1.00	1.91	0.09
Final Sat.:	1375	458	917	1241	134	1375	1375	2238	512	1375	2620	130
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.01	0.06	0.06	0.30	0.18	0.33	0.33	0.01	0.25	0.25
Crit Volume:	128					407	0				340	
Crit Moves:	****					****	****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #12 Rocklin Rd & Fire Station No 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 0 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0 1! 0	1	0	2 0	0	1	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	730	0	0	728	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	0	0	0	0	730	0	0	728	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	0	0	0	0	730	0	0	728	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	730	0	0	728	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	730	0	0	728	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1500	0	0	1500	0	1500	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.24	0.00
Crit Volume:	0					0		365			0	
Crit Moves:								****			****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #13 Rocklin Rd & Havenhurst Cir

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0 1	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	15	0	4	195	1	126	113	709	27	9	543	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	4	195	1	126	113	709	27	9	543	126
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:	15	0	4	195	1	126	113	709	27	9	543	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	4	195	1	126	113	709	27	9	543	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	4	195	1	126	113	709	27	9	543	126
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:	0.79	0.00	0.21	0.99	0.01	1.00	1.00	2.89	0.11	1.00	1.62	0.38
Final Sat.:	1086	0	289	1368	7	1375	1375	3974	151	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.14	0.14	0.09	0.08	0.18	0.18	0.01	0.24	0.24
Crit Volume:			19		196		113				335	
Crit Moves:			****		****		****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #14 Rocklin Rd & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	372	473	56	55	250	101	106	231	500	63	166	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	473	56	55	250	101	106	231	500	63	166	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	473	56	55	250	101	106	231	500	63	166	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	473	56	55	250	101	106	231	500	63	166	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	473	56	55	250	101	106	231	500	63	166	25
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.42	0.58	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1375	2459	291	1375	1959	791	1375	1375	1375	1375	1195	180
Capacity Analysis Module:												
Vol/Sat:	0.27	0.19	0.19	0.04	0.13	0.13	0.08	0.17	0.36	0.05	0.14	0.14
Crit Volume:	372					176	106					191
Crit Moves:	****					****	****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #15 Rocklin Rd & South Grove St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	34	0	42	0	0	0	0	654	34	66	751	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:	34	0	42	0	0	0	0	654	34	66	751	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:	34	0	42	0	0	0	0	654	34	66	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	42	0	0	0	0	654	34	66	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	42	0	0	0	0	654	34	66	751	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2709	141	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.24	0.24	0.05	0.26	0.00
Crit Volume:			42	0					344	66		
Crit Moves:			****						****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #16 Sierra College Bl & El Don Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	1	0	0	0
Volume Module:												
Base Vol:	42	803	10	48	778	48	23	0	27	6	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	803	10	48	778	48	23	0	27	6	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	803	10	48	778	48	23	0	27	6	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	803	10	48	778	48	23	0	27	6	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	803	10	48	778	48	23	0	27	6	0	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.83	0.17	0.46	0.00	0.54	0.21	0.00	0.79
Final Sat.:	1375	2716	34	1375	3885	240	633	0	743	295	0	1080
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.20	0.20	0.04	0.00	0.04	0.02	0.00	0.02
Crit Volume:		407		48					50			28
Crit Moves:		****		****					****			****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #17 Sierra College Bl & Nightwatch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 3	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	62	832	0	0	740	54	48	0	96	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:	62	832	0	0	740	54	48	0	96	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	832	0	0	740	54	48	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	832	0	0	740	54	48	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	832	0	0	740	54	48	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	4275	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.00	0.00	0.17	0.04	0.03	0.00	0.07	0.00	0.00	0.00
Crit Volume:		832		0					96	0		
Crit Moves:		****		****					****			

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #18 Sierra College Bl & Scarborough

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	0	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 3	0 1	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	51	912	1	4	818	44	26	0	18	4	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:	51	912	1	4	818	44	26	0	18	4	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:	51	912	1	4	818	44	26	0	18	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	912	1	4	818	44	26	0	18	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	912	1	4	818	44	26	0	18	4	0	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	1.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1375	2747	3	1375	4125	1375	1375	1375	1375	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.00	0.20	0.03	0.02	0.00	0.01	0.00	0.00	0.00
Crit Volume:		457		4			26			4		
Crit Moves:		****		****			****			****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #19 Sierra College Bl & Southside Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 2	1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	29	836	1	4	717	30	23	0	26	1	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	836	1	4	717	30	23	0	26	1	0	3
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:	29	836	1	4	717	30	23	0	26	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	836	1	4	717	30	23	0	26	1	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	836	1	4	717	30	23	0	26	1	0	3
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	0.99	0.01	1.00	2.88	0.12	0.47	0.00	0.53	0.25	0.00	0.75
Final Sat.:	1375	1373	2	1375	3959	166	645	0	730	344	0	1031
Capacity Analysis Module:												
Vol/Sat:	0.02	0.61	0.61	0.00	0.18	0.18	0.04	0.00	0.04	0.00	0.00	0.00
Crit Volume:			837	4					49			4
Crit Moves:			****	****					****			****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #20 Sunset Bl & Pacific St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	1	0 2	0	1	1	1 1	0	1
Volume Module:												
Base Vol:	699	539	22	78	504	647	435	106	316	38	107	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:	699	539	22	78	504	647	435	106	316	38	107	54
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	699	539	22	78	504	0	435	106	0	38	107	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	699	539	22	78	504	0	435	106	0	38	107	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	699	539	22	78	504	0	435	106	0	38	107	54
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	1.92	0.08	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2642	108	1375	2750	1375	2750	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.25	0.20	0.20	0.06	0.18	0.00	0.16	0.08	0.00	0.03	0.04	0.04
Crit Volume:	350				252		217					54
Crit Moves:	****				****		****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #21 Sunset Bl & Springview Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1!	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	62	28	90	57	32	325	306	751	96	220	1240	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	28	90	57	32	325	306	751	96	220	1240	56
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:	62	28	90	57	32	0	306	751	96	220	1240	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	28	90	57	32	0	306	751	96	220	1240	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	28	90	57	32	0	306	751	96	220	1240	56
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:	0.69	0.31	1.00	0.64	0.36	0.00	1.00	1.77	0.23	1.00	1.91	0.09
Final Sat.:	947	428	1375	881	494	0	1375	2438	312	1375	2631	119
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.06	0.06	0.00	0.22	0.31	0.31	0.16	0.47	0.47
Crit Volume:			90			89			306			648
Crit Moves:			****			****			****			****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #22 Sunset Bl & Topaz Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	25	15	26	12	13	69	85	862	23	68	1120	67
Growth Adj:	1.00	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	15	26	12	13	69	85	862	23	68	1120	67
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	15	26	12	13	69	85	862	23	68	1120	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	26	12	13	69	85	862	23	68	1120	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	15	26	12	13	69	85	862	23	68	1120	67
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:	0.38	0.23	0.39	0.13	0.14	0.73	1.00	1.95	0.05	1.00	1.89	0.11
Final Sat.:	540	324	561	182	197	1046	1425	2776	74	1425	2689	161
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.07	0.06	0.31	0.31	0.05	0.42	0.42
Crit Volume:	25						94	85				594
Crit Moves:	****						****	****				****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #23 Sunset Bl & Whitney Bl

Cycle (sec):	100			Critical Vol./Cap.(X):			0.805						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	117			Level Of Service:			D						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1 0		1	0 1 1 0	
Volume Module:													
Base Vol:	41	62	118	163	50	24	58	833	23	170	1134	279	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	41	62	118	163	50	24	58	833	23	170	1134	279	
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:	41	62	118	163	50	24	58	833	23	170	1134	279	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	41	62	118	163	50	24	58	833	23	170	1134	279	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	41	62	118	163	50	24	58	833	23	170	1134	279	
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	0.34	0.66	1.00	0.68	0.32	1.00	1.95	0.05	1.00	1.61	0.39	
Final Sat.:	1375	474	901	1375	929	446	1375	2676	74	1375	2207	543	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.13	0.13	0.12	0.05	0.05	0.04	0.31	0.31	0.12	0.51	0.51	
Crit Volume:		180		163			58					707	
Crit Moves:		****		****			****					****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #101 Blue Oaks Bl & Lonetree

Cycle (sec):	100			Critical Vol./Cap.(X):			0.478						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	44			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Ignore			Ignore			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1	1	0	2 0 1	
Volume Module:													
Base Vol:	223	290	61	60	233	607	612	430	264	108	247	67	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	223	290	61	60	233	607	612	430	264	108	247	67	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:	223	290	61	60	233	0	612	430	0	108	247	67	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	223	290	61	60	233	0	612	430	0	108	247	67	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	223	290	61	60	233	0	612	430	0	108	247	67	
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2750	1375	1375	2750	1375	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.11	0.04	0.04	0.08	0.00	0.22	0.16	0.00	0.08	0.09	0.05	
Crit Volume:	112				116		306				124		
Crit Moves:	****				****		****				****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #102 Blue Oaks Bl & Market Place

Cycle (sec): 100 Critical Vol./Cap.(X): 0.244
Loss Time (sec): 0 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	0	0	1	17	1	7	18	629	0	2	360	8
Growth Adj:	1.00	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	1	17	1	7	18	629	0	2	360	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	17	1	7	18	629	0	2	360	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	17	1	7	18	629	0	2	360	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	17	1	7	18	629	0	2	360	8
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:	0.00	1.00	1.00	0.94	0.06	1.00	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	1375	1375	1299	76	1375	1375	2750	0	1375	2690	60
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.23	0.00	0.00	0.13	0.13
Crit Volume:			1		18			315		2		
Crit Moves:			****		****			****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #103 Blue Oaks Bl & Van Buren Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1!	0
Volume Module:												
Base Vol:	38	496	58	27	298	18	9	0	23	35	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	496	58	27	298	18	9	0	23	35	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	496	58	27	298	18	9	0	23	35	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	496	58	27	298	18	9	0	23	35	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	496	58	27	298	18	9	0	23	35	0	24
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.89	0.11	0.28	0.00	0.72	0.59	0.00	0.41
Final Sat.:	1375	2462	288	1375	2593	157	387	0	988	816	0	559
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.02	0.11	0.11	0.02	0.00	0.02	0.04	0.00	0.04
Crit Volume:		277			27				32			59
Crit Moves:		****			****				****			****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #104 Five Star & Destiny Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.194
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	93	2	72	124	13	13	0	3	2	1	131
Growth Adj:	1.00	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	93	2	72	124	13	13	0	3	2	1	131
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	93	2	72	124	13	13	0	3	2	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	93	2	72	124	13	13	0	3	2	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	93	2	72	124	13	13	0	3	2	1	131
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	1.96	0.04	1.00	1.81	0.19	0.81	0.00	0.19	0.67	0.33	1.00
Final Sat.:	1375	2692	58	1375	2489	261	1117	0	258	917	458	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.05	0.05	0.05	0.01	0.00	0.01	0.00	0.00	0.10
Crit Volume:		48		72					16			131
Crit Moves:		****		****					****			****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #105 Lonetree Bl & Adams Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	41	523	20	17	599	10	15	1	46	16	1	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	523	20	17	599	10	15	1	46	16	1	15
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:	41	523	20	17	599	10	15	1	46	16	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	523	20	17	599	10	15	1	46	16	1	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	523	20	17	599	10	15	1	46	16	1	15
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	1.93	0.07	1.00	1.97	0.03	0.94	0.06	1.00	0.50	0.03	0.47
Final Sat.:	1375	2649	101	1375	2705	45	1289	86	1375	688	43	645
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.01	0.22	0.22	0.01	0.01	0.03	0.02	0.02	0.02
Crit Volume:	41					305			46		32	
Crit Moves:	****					****			****		****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #106 Lonetree Bl & Atherton Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	20	406	0	0	217	4	35	0	185	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:	20	406	0	0	217	4	35	0	185	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:	20	406	0	0	217	4	35	0	185	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	406	0	0	217	4	35	0	185	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	20	406	0	0	217	4	35	0	185	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	2850	0	0	2798	52	1425	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14	0.00	0.00	0.08	0.08	0.02	0.00	0.13	0.00	0.00	0.00				
Crit Volume:		203			110				185	0						
Crit Moves:		****							****							

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #107 Lonetree Bl & Grand Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	161	668	42	5	788	8	20	1	66	14	2	4				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	161	668	42	5	788	8	20	1	66	14	2	4				
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:	161	668	42	5	788	8	20	1	66	14	2	4				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	161	668	42	5	788	8	20	1	66	14	2	4				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	161	668	42	5	788	8	20	1	66	14	2	4				
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	1.88	0.12	1.00	1.98	0.02	0.95	0.05	1.00	0.70	0.10	0.20				
Final Sat.:	1375	2587	163	1375	2722	28	1310	65	1375	963	138	275				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.26	0.26	0.00	0.29	0.29	0.02	0.02	0.05	0.01	0.01	0.01				
Crit Volume:	161					398			66		20					
Crit Moves:	****					****			****		****					

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #108 Lonetree Bl & Redwood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	133	538	30	15	625	39	49	4	99	29	6	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	538	30	15	625	39	49	4	99	29	6	9
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:	133	538	30	15	625	39	49	4	99	29	6	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	538	30	15	625	39	49	4	99	29	6	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	538	30	15	625	39	49	4	99	29	6	9
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	1.89	0.11	1.00	1.88	0.12	0.92	0.08	1.00	0.66	0.14	0.20
Final Sat.:	1375	2605	145	1375	2588	162	1271	104	1375	906	188	281
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.01	0.24	0.24	0.04	0.04	0.07	0.03	0.03	0.03
Crit Volume:	133					332			99		44	
Crit Moves:	****					****			****		****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #109 Lonetree Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	367	115	9	396	1	1	0	4	212	1	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	367	115	9	396	1	1	0	4	212	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	367	115	9	396	1	1	0	4	212	1	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	367	115	9	396	1	1	0	4	212	1	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	367	115	9	396	1	1	0	4	212	1	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	1047	328	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.01	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:		482			9				4	212		
Crit Moves:		****			****				****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #110 Park Dr & Blaydon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.197
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	2	1	1	12	0	42	87	361	11	3	265	10
Growth Adj:	1.00	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	1	1	12	0	42	87	361	11	3	265	10
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	1	1	12	0	42	87	361	11	3	265	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	1	12	0	42	87	361	11	3	265	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	1	12	0	42	87	361	11	3	265	10
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:	0.50	0.25	0.25	0.22	0.00	0.78	1.00	1.94	0.06	1.00	1.93	0.07
Final Sat.:	713	356	356	317	0	1108	1425	2766	84	1425	2746	104
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.06	0.13	0.13	0.00	0.10	0.10
Crit Volume:	2					54	87					138
Crit Moves:	****					****	****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #111 Park Dr & Quarry Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1! 0
Volume Module:												
Base Vol:	90	926	7	7	689	34	41	4	33	14	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	926	7	7	689	34	41	4	33	14	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	926	7	7	689	34	41	4	33	14	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	926	7	7	689	34	41	4	33	14	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	926	7	7	689	34	41	4	33	14	0	5
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	1.98	0.02	1.00	1.91	0.09	0.91	0.09	1.00	0.74	0.00	0.26
Final Sat.:	1375	2729	21	1375	2621	129	1253	122	1375	1013	0	362
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.01	0.26	0.26	0.03	0.03	0.02	0.01	0.00	0.01
Crit Volume:		467			7			45				19
Crit Moves:		****			****			****				****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #112 Park Dr & Farrier Rd

Cycle (sec):	100			Critical Vol./Cap.(X):			0.520						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	39			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0	
Volume Module:													
Base Vol:	269	624	0	0	552	61	37	0	165	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:	269	624	0	0	552	61	37	0	165	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	269	624	0	0	552	61	37	0	165	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	269	624	0	0	552	61	37	0	165	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	269	624	0	0	552	61	37	0	165	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1425	2850	0	0	2566	284	1425	0	1425	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.19	0.22	0.00	0.00	0.22	0.22	0.03	0.00	0.12	0.00	0.00	0.00	
Crit Volume:	269					307			165	0			
Crit Moves:	****					****			****				

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #113 Park Dr & King Pine Dr

Cycle (sec):	100			Critical Vol./Cap.(X):			0.368						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	29			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1	
Volume Module:													
Base Vol:	24	889	33	27	688	7	7	1	9	27	0	15	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	24	889	33	27	688	7	7	1	9	27	0	15	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	24	889	33	27	688	7	7	1	9	27	0	15	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	24	889	33	27	688	7	7	1	9	27	0	15	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	24	889	33	27	688	7	7	1	9	27	0	15	
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	1.93	0.07	1.00	1.98	0.02	0.88	0.12	1.00	1.00	0.00	1.00	
Final Sat.:	1425	2748	102	1425	2821	29	1247	178	1425	1425	0	1425	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.32	0.32	0.02	0.24	0.24	0.01	0.01	0.01	0.02	0.00	0.01	
Crit Volume:		461			27				9	27			
Crit Moves:		****			****				****	****			

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #114 Park Dr & Shelton

Cycle (sec): 100 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	120	683	69	5	454	3	8	1	68	36	5	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:	120	683	69	5	454	3	8	1	68	36	5	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:	120	683	69	5	454	3	8	1	68	36	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	683	69	5	454	3	8	1	68	36	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	683	69	5	454	3	8	1	68	36	5	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	2.72	0.28	1.00	2.98	0.02	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1375	3747	378	1375	4098	27	1375	20	1355	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.00	0.11	0.11	0.01	0.05	0.05	0.03	0.00	0.00
Crit Volume:	120					152			69	36		
Crit Moves:	****					****			****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #115 Park Dr & Victory Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	37	719	6	57	457	12	71	5	12	26	14	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:	37	719	6	57	457	12	71	5	12	26	14	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:	37	719	6	57	457	12	71	5	12	26	14	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	719	6	57	457	12	71	5	12	26	14	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	719	6	57	457	12	71	5	12	26	14	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:	1.00	2.98	0.02	1.00	2.92	0.08	0.93	0.07	1.00	0.65	0.35	1.00
Final Sat.:	1375	4091	34	1375	4019	106	1285	90	1375	894	481	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.11	0.11	0.06	0.06	0.01	0.03	0.03	0.05
Crit Volume:			242	57				76				63
Crit Moves:			****	****				****				****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #116 Park Dr & Wykford Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	2	0	0 0 1	2	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	10	0	165	245	446	0	0	337	14
Growth Adj:	1.00	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	10	0	165	245	446	0	0	337	14
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	10	0	165	245	446	0	0	337	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	165	245	446	0	0	337	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	165	245	446	0	0	337	14
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	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2850	0	1425	2850	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.09	0.16	0.00	0.00	0.12	0.01
Crit Volume:	0					165	123				169	
Crit Moves:						****	****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #117 Park Dr & Twin Oaks/ Boardwalk

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	66	600	26	25	550	32	65	2	59	15	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	600	26	25	550	32	65	2	59	15	0	2
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:	66	600	26	25	550	32	65	2	59	15	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	600	26	25	550	32	65	2	59	15	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	600	26	25	550	32	65	2	59	15	0	2
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	1.92	0.08	1.00	1.89	0.11	0.52	0.01	0.47	1.00	0.00	1.00
Final Sat.:	1375	2636	114	1375	2599	151	709	22	644	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.21	0.21	0.09	0.09	0.09	0.01	0.00	0.00
Crit Volume:	66				291				126	15		
Crit Moves:	****				****				****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #118 Park Dr & Safeway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	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:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 1	1 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	805	105	75	684	117	0	0	71	0	0	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	805	105	75	684	117	0	0	71	0	0	202
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	805	105	75	684	117	0	0	71	0	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	805	105	75	684	117	0	0	71	0	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	805	105	75	684	117	0	0	71	0	0	202
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.77	0.23	1.00	1.71	0.29	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	2521	329	1425	2434	416	0	0	1425	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.28	0.28	0.00	0.00	0.05	0.00	0.00	0.14
Crit Volume:			455	75			0					202
Crit Moves:			****	****			****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #119 South Whitney & Five Star Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	6	245	27	279	175	9	52	15	5	35	22	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:	6	245	27	279	175	9	52	15	5	35	22	181
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	245	27	279	175	9	52	15	5	35	22	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	245	27	279	175	9	52	15	5	35	22	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	245	27	279	175	9	52	15	5	35	22	181
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	1.80	0.20	1.00	1.90	0.10	1.00	0.75	0.25	1.00	1.00	1.00
Final Sat.:	1375	2477	273	1375	2615	135	1375	1031	344	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.20	0.07	0.07	0.04	0.01	0.01	0.03	0.02	0.13
Crit Volume:			136	279			52					181
Crit Moves:			****	****			****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #120 Spring Creek Dr & Broken Rail Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.031
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	0 1	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	27	10	2	28	0	0	0	0	4	0	3
Growth Adj:	1.00	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	27	10	2	28	0	0	0	0	4	0	3
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	27	10	2	28	0	0	0	0	4	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	27	10	2	28	0	0	0	0	4	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	27	10	2	28	0	0	0	0	4	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.73	0.27	0.07	0.93	0.00	0.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	0	1095	405	100	1400	0	0	1500	0	857	0	643
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		37		2			0					7
Crit Moves:		****		****								****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #121 Stanford Ranch Rd & Cobblestone Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	34	693	60	6	409	31	19	5	14	43	11	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	693	60	6	409	31	19	5	14	43	11	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	693	60	6	409	31	19	5	14	43	11	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	693	60	6	409	31	19	5	14	43	11	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	693	60	6	409	31	19	5	14	43	11	6
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	1.84	0.16	1.00	1.86	0.14	0.50	0.13	0.37	0.72	0.18	0.10
Final Sat.:	1425	2623	227	1425	2649	201	713	188	525	1021	261	143
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.00	0.15	0.15	0.03	0.03	0.03	0.04	0.04	0.04
Crit Volume:			377	6				38		43		
Crit Moves:			****	****				****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #122 Stanford Ranch Rd & Darby Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1!	0	0	1	0	1	1	0
Volume Module:												
Base Vol:	41	4	30	49	8	38	48	342	55	38	360	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	4	30	49	8	38	48	342	55	38	360	70
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:	41	4	30	49	8	38	48	342	55	38	360	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	4	30	49	8	38	48	342	55	38	360	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	4	30	49	8	38	48	342	55	38	360	70
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:	0.91	0.09	1.00	0.52	0.08	0.40	1.00	1.72	0.28	1.00	1.67	0.33
Final Sat.:	1253	122	1375	709	116	550	1375	2369	381	1375	2302	448
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.07	0.07	0.07	0.03	0.14	0.14	0.03	0.16	0.16
Crit Volume:		45			95			48			215	
Crit Moves:	****			****			****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #123 Stanford Ranch Rd & Park Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	175	360	68	219	326	118	153	167	116	110	364	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	360	68	219	326	118	153	167	116	110	364	297
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:	175	360	68	219	326	118	153	167	116	110	364	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	360	68	219	326	118	153	167	116	110	364	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	360	68	219	326	118	153	167	116	110	364	297
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	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.08	0.12	0.09	0.11	0.06	0.08	0.08	0.13	0.22
Crit Volume:	175				163		153					297
Crit Moves:	****				****		****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #124 Stanford Ranch Rd & Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	1	0	2	1 0	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	74	1189	0	0	817	51	79	0	133	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:	74	1189	0	0	817	51	79	0	133	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:	74	1189	0	0	817	51	79	0	133	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	74	1189	0	0	817	51	79	0	133	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	74	1189	0	0	817	51	79	0	133	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	1.00	2.82	0.18	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	4275	0	1425	4024	251	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.28	0.00	0.00	0.20	0.20	0.03	0.00	0.09	0.00	0.00	0.00				
Crit Volume:		396		0					133	0						
Crit Moves:		****		****					****							

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #125 Stanford Ranch Rd & Stoney Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	92	769	137	9	468	14	14	17	49	83	12	3				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	92	769	137	9	468	14	14	17	49	83	12	3				
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:	92	769	137	9	468	14	14	17	49	83	12	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	92	769	137	9	468	14	14	17	49	83	12	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	92	769	137	9	468	14	14	17	49	83	12	3				
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	1.70	0.30	1.00	1.94	0.06	0.18	0.21	0.61	0.85	0.12	0.03				
Final Sat.:	1425	2419	431	1425	2767	83	249	303	873	1207	174	44				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.32	0.32	0.01	0.17	0.17	0.06	0.06	0.06	0.07	0.07	0.07				
Crit Volume:			453		9				80		83					
Crit Moves:			****	****					****		****					

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #126 Stanford Ranch Rd & Victory Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	72	0	69	37	495	0	0	796	73
Growth Adj:	1.00	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	72	0	69	37	495	0	0	796	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	69	37	495	0	0	796	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	69	37	495	0	0	796	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	69	37	495	0	0	796	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	1425	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.03	0.12	0.00	0.00	0.19	0.05
Crit Volume:		0		72			37				265	
Crit Moves:				****			****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #127 Stanford Ranch Rd & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 0 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	13	77	88	70	49	15	20	317	9	50	278	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	77	88	70	49	15	20	317	9	50	278	102
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:	13	77	88	70	49	15	20	317	9	50	278	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	77	88	70	49	15	20	317	9	50	278	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	77	88	70	49	15	20	317	9	50	278	102
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.06	0.05	0.02	0.01	0.01	0.08	0.01	0.04	0.07	0.07
Crit Volume:			88	70				106		50		
Crit Moves:			****	****				****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #128 Sunset Bl & Atherton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	1	1	0	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	231	1	113	28	0	29	22	432	23	17	572	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1	113	28	0	29	22	432	23	17	572	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	1	113	28	0	29	22	432	23	17	572	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1	113	28	0	29	22	432	23	17	572	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	1	113	28	0	29	22	432	23	17	572	21
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:	1.99	0.01	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	2738	12	1375	1375	0	1375	1375	2750	1375	1375	2653	97
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.00	0.02	0.02	0.16	0.02	0.01	0.22	0.22
Crit Volume:	116					29	22					297
Crit Moves:	****					****	****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #129 Sunset Bl & Blue Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	1	1	0	0	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	87	36	320	29	20	4	27	580	125	394	578	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	36	320	29	20	4	27	580	125	394	578	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	87	36	320	29	20	4	27	580	0	394	578	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	36	320	29	20	4	27	580	0	394	578	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	87	36	320	29	20	4	27	580	0	394	578	58
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.41	0.59	1.00	1.00	0.83	0.17	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1945	805	1375	1375	1146	229	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.23	0.02	0.02	0.02	0.02	0.14	0.00	0.29	0.14	0.04
Crit Volume:			320	29				193		394		
Crit Moves:			****	****				****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #130 Sunset Bl & Fairway Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	124	42	139	12	23	28	56	676	80	159	858	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	42	139	12	23	28	56	676	80	159	858	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	42	139	12	23	28	56	676	80	159	858	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	42	139	12	23	28	56	676	80	159	858	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	42	139	12	23	28	56	676	80	159	858	12
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	0.19	0.37	0.44	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1425	1425	1425	271	520	633	1425	2850	1425	1425	2811	39
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.10	0.04	0.04	0.04	0.04	0.24	0.06	0.11	0.31	0.31
Crit Volume:	124					63		338		159		
Crit Moves:	****					****		****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #131 Sunset Bl & Little Rock

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	29	0	25	35	2	34	121	1025	28	75	1142	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	25	35	2	34	121	1025	28	75	1142	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	25	35	2	34	121	1025	28	75	1142	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	25	35	2	34	121	1025	28	75	1142	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	25	35	2	34	121	1025	28	75	1142	28
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	0.00	1.00	0.49	0.03	0.48	1.00	2.92	0.08	1.00	2.93	0.07
Final Sat.:	1375	0	1375	678	39	658	1375	4015	110	1375	4026	99
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.05	0.05	0.09	0.26	0.26	0.05	0.28	0.28
Crit Volume:	29					71		121			390	
Crit Moves:	****					****		****			****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #132 Sunset Bl & Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 2	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	393	493	116	293	354	73	384	638	83	438	710	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:	393	493	116	293	354	73	384	638	83	438	710	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	393	493	116	293	354	73	384	638	0	438	710	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	493	116	293	354	73	384	638	0	438	710	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	393	493	116	293	354	73	384	638	0	438	710	181
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	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	4125	1375	2750	2750	1375	1375	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.08	0.11	0.13	0.05	0.28	0.15	0.00	0.16	0.17	0.13
Crit Volume:	393				177		384				237	
Crit Moves:	****				****		****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #133 Sunset Bl & Pebble Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	26	12	29	44	6	111	192	888	31	54	1105	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	12	29	44	6	111	192	888	31	54	1105	64
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:	26	12	29	44	6	111	192	888	31	54	1105	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	12	29	44	6	111	192	888	31	54	1105	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	12	29	44	6	111	192	888	31	54	1105	64
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:	0.39	0.18	0.43	0.27	0.04	0.69	1.00	2.90	0.10	1.00	2.84	0.16
Final Sat.:	553	255	617	389	53	982	1425	4131	144	1425	4041	234
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.11	0.13	0.21	0.21	0.04	0.27	0.27
Crit Volume:	26				161		192					390
Crit Moves:	****				****		****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #134 Sunset Bl & Stanford Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	467	676	98	226	383	146	122	539	285	163	615	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	676	98	226	383	146	122	539	285	163	615	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	467	676	0	226	383	0	122	539	0	163	615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	676	0	226	383	0	122	539	0	163	615	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	467	676	0	226	383	0	122	539	0	163	615	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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.34	0.25	0.00	0.16	0.14	0.00	0.04	0.20	0.00	0.12	0.22	0.00
Crit Volume:	467				192			270		163		
Crit Moves:	****				****			****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #135 Sunset Bl & West Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	0	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	46	86	35	126	103	19	29	529	6	135	461	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	86	35	126	103	19	29	529	6	135	461	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	86	35	126	103	19	29	529	0	135	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	86	35	126	103	19	29	529	0	135	461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	86	35	126	103	19	29	529	0	135	461	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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.09	0.04	0.01	0.02	0.13	0.00	0.10	0.11	0.00
Crit Volume:		43		126				176		135		
Crit Moves:		****		****				****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #136 W Stanford Ranch Rd & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	75	303	69	185	206	137	214	339	70	55	310	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	303	69	185	206	137	214	339	70	55	310	235
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:	75	303	69	185	206	137	214	339	70	55	310	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	303	69	185	206	137	214	339	70	55	310	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	303	69	185	206	137	214	339	70	55	310	235
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	4125	1375	2750	2750	1375	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.05	0.07	0.07	0.10	0.16	0.12	0.05	0.02	0.11	0.17
Crit Volume:		101		93			214					235
Crit Moves:		****		****			****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 2	2	0 2	0 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	159	0	356	559	196	0	1	116	191
Growth Adj:	1.00	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	159	0	356	559	196	0	1	116	191
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	159	0	356	559	196	0	1	116	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	356	559	196	0	1	116	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	356	559	196	0	1	116	191
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	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	2850	2850	2850	0	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.12	0.20	0.07	0.00	0.00	0.03	0.13
Crit Volume:	0					178	280					191
Crit Moves:						****	****					****

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #138 Whitney Ranch Pkwy & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.014
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	2	1	0	0	0	7	7	5	1	0	8	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:	2	1	0	0	0	7	7	5	1	0	8	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:	2	1	0	0	0	7	7	5	1	0	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	0	0	7	7	5	1	0	8	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	0	0	7	7	5	1	0	8	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	0.00	0.00	0.00	1.00	1.00	1.67	0.33	1.00	2.00	0.00
Final Sat.:	950	475	0	0	0	1425	1425	2375	475	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	2					7	7				4	
Crit Moves:	****					****	****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #139 Whitney Ranch Pkwy & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.007
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	6	1	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	6	1	0	4	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:	0	0	0	0	0	6	1	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	6	1	0	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	6	1	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1500	0	0	1500	1500	1500	1500	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0				6			4		0	
Crit Moves:						****			****			

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #140 Whitney Ranch Pkwy & Spring Creek Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.061
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	13	2	2	2	2	30	34	8	16	1	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2	2	2	2	30	34	8	16	1	12	1
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:	13	2	2	2	2	30	34	8	16	1	12	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2	2	2	2	30	34	8	16	1	12	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2	2	2	2	30	34	8	16	1	12	1
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:	0.76	0.12	0.12	0.06	0.06	0.88	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1090	168	168	84	84	1257	1425	1425	1425	1425	2631	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Volume:	13					34	34				7	
Crit Moves:	****					****	****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #141 Wildcat Bl & Bridlewood Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	1 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	1	543	63	10	379	0	1	0	2	48	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	543	63	10	379	0	1	0	2	48	1	10
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:	1	543	63	10	379	0	1	0	2	48	1	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	543	63	10	379	0	1	0	2	48	1	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	543	63	10	379	0	1	0	2	48	1	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.09	0.91
Final Sat.:	1375	2464	286	1375	2750	0	1375	1375	1375	1375	125	1250
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.01	0.14	0.00	0.00	0.00	0.00	0.03	0.01	0.01
Crit Volume:		303			10				2	48		
Crit Moves:		****			****				****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.179
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	30	420	71	4	281	2	3	1	4	56	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	420	71	4	281	2	3	1	4	56	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	420	71	4	281	2	3	1	4	56	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	420	71	4	281	2	3	1	4	56	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	420	71	4	281	2	3	1	4	56	0	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		210		4					4	28		
Crit Moves:		****		****					****	****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #143 Wildcat Bl & S High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.173
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	1 1	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	331	94	1	272	0	0	0	0	80	0	4
Growth Adj:	1.00	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	331	94	1	272	0	0	0	0	80	0	4
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	331	94	1	272	0	0	0	0	80	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	331	94	1	272	0	0	0	0	80	0	4
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	331	94	2	272	0	0	0	0	80	0	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	21	2829	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.07	0.05	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Volume:		166		1					0	80		
Crit Moves:		****		****						****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #144 Wildcat Bl & N High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0.0	0 0.0	1.0	0.0	0 1.0
Volume Module:												
Base Vol:	0	349	1	10	232	0	0	0	0	53	0	7
Growth Adj:	1.00	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	349	1	10	232	0	0	0	0	53	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	1	10	232	0	0	0	0	53	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	349	1	10	232	0	0	0	0	53	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	349	1	10	232	0	0	0	0	53	0	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.01	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:		175		10				0		53		
Crit Moves:		****		****						****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #145 Wildcat Bl & Ranch View Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.180
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0
Volume Module:												
Base Vol:	2	353	46	17	183	1	1	0	0	31	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	353	46	17	183	1	1	0	0	31	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	353	46	17	183	1	1	0	0	31	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	353	46	17	183	1	1	0	0	31	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	353	46	17	183	1	1	0	0	31	0	12
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	1.77	0.23	1.00	1.99	0.01	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1375	2433	317	1375	2735	15	1375	1375	0	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.01	0.07	0.07	0.00	0.00	0.00	0.02	0.00	0.01
Crit Volume:		200		17				0		31		
Crit Moves:		****		****				****		****		

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #201 Rocklin Rd & I-80 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	6	Average Delay (sec/veh):	26.1
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1!	0 1	0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	583	0	596	0	0	0	185	594	0	0	1019	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	583	0	596	0	0	0	185	594	0	0	1019	125
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:	583	0	596	0	0	0	185	594	0	0	1019	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	583	0	596	0	0	0	185	594	0	0	1019	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	0	596	0	0	0	185	594	0	0	1019	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.49	0.00	1.51	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	2107	0	2122	0	0	0	1805	3610	0	0	3164	388
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.10	0.16	0.00	0.00	0.32	0.32
Crit Moves:	****						****				****	
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.14	0.57	0.00	0.00	0.43	0.43
Volume/Cap:	0.75	0.00	0.76	0.00	0.00	0.00	0.75	0.29	0.00	0.00	0.75	0.75
Delay/Veh:	29.3	0.0	29.7	0.0	0.0	0.0	53.1	11.2	0.0	0.0	25.9	25.9
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:	29.3	0.0	29.7	0.0	0.0	0.0	53.1	11.2	0.0	0.0	25.9	25.9
LOS by Move:	C	A	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	12	0	12	0	0	0	7	5	0	0	17	17

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #202 Rocklin Rd & I-80 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	6	Average Delay (sec/veh):	21.8
Optimal Cycle:	40	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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	1 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	58	1	271	0	711	570	497	1053	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	58	1	271	0	711	570	497	1053	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	1	271	0	711	0	497	1053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	1	271	0	711	0	497	1053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	1	271	0	711	0	497	1053	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	1.00	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	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.17	0.17	0.00	0.20	0.00	0.28	0.29	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.29	0.00	0.40	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.15	0.68	0.68	0.00	0.68	0.00	0.68	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	29.6	38.9	38.9	0.0	33.3	0.0	27.1	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	38.9	38.9	0.0	33.3	0.0	27.1	6.8	0.0
LOS by Move:	A	A	A	C	D	D	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	1	9	9	0	11	0	13	7	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #203 Sierra College Bl & I-80 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	9	Average Delay (sec/veh):	19.2
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0	0 0	0	1	0 1 0
Volume Module:												
Base Vol:	19	538	0	0	442	173	0	0	0	281	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	538	0	0	442	173	0	0	0	281	0	157
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:	19	538	0	0	442	173	0	0	0	281	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	538	0	0	442	173	0	0	0	281	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	538	0	0	442	173	0	0	0	281	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.70	0.95	0.70
Lanes:	1.00	1.00	0.00	1.00	0.72	0.28	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	1900	1308	512	0	0	0	1323	0	1323
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.21	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.02	0.57	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.62	0.50	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.62	0.00	0.34
Delay/Veh:	80.9	13.5	0.0	0.0	16.6	16.6	0.0	0.0	0.0	28.9	0.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	13.5	0.0	0.0	16.6	16.6	0.0	0.0	0.0	28.9	0.0	24.5
LOS by Move:	F	B	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	1	10	0	0	13	13	0	0	0	8	0	4

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #204 Sierra College Bl & I-80 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	9	Average Delay (sec/veh):	20.6
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	377	1	158	558	0	217	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	377	1	158	558	0	217	0	18	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:	0	377	1	158	558	0	217	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	1	158	558	0	217	0	18	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	377	1	158	558	0	217	0	18	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	1895	5	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.09	0.29	0.00	0.15	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.42	0.42	0.18	0.60	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.48	0.48	0.49	0.00	0.48	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	21.7	37.7	11.7	0.0	28.7	0.0	24.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	21.7	37.7	11.7	0.0	28.7	0.0	24.1	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	9	5	10	0	6	0	0	0	0	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #205 SR 65 & Sunset Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	12	Average Delay (sec/veh):	39.4
Optimal Cycle:	142	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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	1	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	292	1970	44	185	1437	27	83	191	563	390	136	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1970	44	185	1437	27	83	191	563	390	136	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	292	1970	44	185	1437	27	83	191	0	390	136	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1970	44	185	1437	27	83	191	0	390	136	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	292	1970	44	185	1437	27	83	191	0	390	136	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.95	1.00	1.00	0.92	1.00	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	1900	1900	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.03	0.05	0.40	0.02	0.05	0.10	0.00	0.11	0.07	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.57	0.57	0.06	0.52	0.52	0.05	0.12	0.00	0.13	0.20	0.20
Volume/Cap:	0.77	0.95	0.05	0.95	0.77	0.03	0.95	0.84	0.00	0.84	0.35	0.95
Delay/Veh:	52.4	31.1	9.4	98.4	21.2	11.8	128.4	66.2	0.0	55.0	34.6	76.7
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:	52.4	31.1	9.4	98.4	21.2	11.8	128.4	66.2	0.0	55.0	34.6	76.7
LOS by Move:	D		C	A		F	C		B	F	E	A	E	C	E
HCM2kAvgQ:	6		36	1		6	20		0	5	8	0	9	4	14

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #208 Whitney Ranch Pkwy & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0		0	0		0	0		0	0	0	0	0	0	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #209 Whitney Ranch Pkwy & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	102	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	1 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	729	1658	0	0	1675	225	0	0	323	0	0	1001
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	729	1658	0	0	1675	225	0	0	323	0	0	1001
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	729	1658	0	0	1675	225	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	729	1658	0	0	1675	225	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	729	1658	0	0	1675	225	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.64	0.36	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	4490	603	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.40	0.46	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.52	1.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.78	0.46	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	23.5	0.1	0.0	0.0	23.2	23.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	0.1	0.0	0.0	23.2	23.2	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	19	1	0	0	19	19	0	0	0	0	0	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #210 Blue Oaks Blvd & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	9	Average Delay (sec/veh):	24.4
Optimal Cycle:	29	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 2	1	0 2	0 1	0	0 4	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	268	0	436	93	166	232	0	903	197	152	570	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	436	93	166	232	0	903	197	152	570	377
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	268	0	436	93	166	0	0	903	197	152	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	436	93	166	0	0	903	197	152	570	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	268	0	436	93	166	0	0	903	197	152	570	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	0.95	1.00	1.00	0.91	0.85	0.92	0.95	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	3610	1900	0	6916	1615	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.05	0.05	0.00	0.00	0.13	0.12	0.04	0.16	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.37	0.00	0.43	0.15	0.11	0.00	0.00	0.32	0.69	0.11	0.43	0.00
Volume/Cap:	0.40	0.00	0.35	0.34	0.40	0.00	0.00	0.40	0.18	0.40	0.37	0.00
Delay/Veh:	24.0	0.0	19.1	38.5	41.8	0.0	0.0	26.5	5.6	42.4	19.5	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:	24.0	0.0	19.1	38.5	41.8	0.0	0.0	26.5	5.6	42.4	19.5	0.0
LOS by Move:	C	A	B	D	D	A	A	C	A	D	B	A
HCM2kAvgQ:	6	0	5	3	3	0	0	6	2	3	6	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #211 Blue Oaks Blvd & SR 65 NB Off

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	6	Average Delay (sec/veh):	7.3
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	73	0	496	0	0	0	0	884	350	75	983	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:	73	0	496	0	0	0	0	884	350	75	983	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	73	0	0	0	0	0	0	884	0	75	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	0	0	0	0	0	884	0	75	983	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	73	0	0	0	0	0	0	884	0	75	983	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1484	0	1900	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.04	0.27	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.12	0.80	0.00
Volume/Cap:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.36	0.34	0.00
Delay/Veh:	40.2	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	41.8	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	41.8	2.8	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	6	0	2	4	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #212 Pleasant Grove Blvd & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	6	Average Delay (sec/veh):	27.2
Optimal Cycle:	87	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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	475	0	626	0	0	0	0	1294	275	132	1276	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:	475	0	626	0	0	0	0	1294	275	132	1276	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:	475	0	626	0	0	0	0	1294	275	132	1276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	0	626	0	0	0	0	1294	275	132	1276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	475	0	626	0	0	0	0	1294	275	132	1276	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.85	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	2241	0	1615	0	0	0	0	2900	616	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.39	0.00	0.00	0.00	0.00	0.45	0.45	0.07	0.35	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.00	0.44	0.00	0.00	0.00	0.00	0.50	0.50	0.08	0.59	0.00
Volume/Cap:	0.60	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.89	0.89	0.60	0.00
Delay/Veh:	27.7	0.0	38.9	0.0	0.0	0.0	0.0	28.2	28.2	87.8	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	0.0	38.9	0.0	0.0	0.0	0.0	28.2	28.2	87.8	13.8	0.0
LOS by Move:	C	A	D	A	A	A	A	C	C	F	B	A
HCM2kAvgQ:	7	0	21	0	0	0	0	26	26	7	13	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #213 Pleasant Grove Blvd & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	6	Average Delay (sec/veh):	19.8
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	1	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	115	0	254	0	1461	605	322	1430	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	115	0	254	0	1461	605	322	1430	0
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:	0	0	0	115	0	0	0	1461	605	322	1430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	0	0	1461	605	322	1430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	0	0	1461	605	322	1430	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	0.77	1.00	1.00	1.00	0.91	0.91	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.41	0.59	1.00	2.00	0.00
Final Sat.:	0	0	0	1461	0	1900	0	2441	1011	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.60	0.60	0.18	0.40	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.66	0.66	0.20	0.85	0.00
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.91	0.91	0.91	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	98.7	0.0	0.0	0.0	20.6	20.6	66.0	1.9	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	98.7	0.0	0.0	0.0	20.6	20.6	66.0	1.9	0.0
LOS by Move:	A	A	A	F	A	A	A	C	C	E	A	A
HCM2kAvgQ:	0	0	0	6	0	0	0	33	33	13	6	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #214 Stanford Ranch Rd & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	3	Average Delay (sec/veh):	26.6
Optimal Cycle:	159	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	1	0	0	0	0	1
Volume Module:												
Base Vol:	981	1671	0	0	1685	304	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	981	1671	0	0	1685	304	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	981	1671	0	0	1685	304	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	981	1671	0	0	1685	304	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	981	1671	0	0	1685	304	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.54	0.46	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	4293	775	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.54	0.46	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.56	0.97	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.96	0.48	0.00	0.00	0.96	0.96	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	41.1	0.2	0.0	0.0	41.6	41.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	0.2	0.0	0.0	41.6	41.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	35	2	0	0	28	28	0	0	0	0	0	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #215 Stanford Ranch Rd & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 3 Average Delay (sec/veh): 34.1
Optimal Cycle: 180 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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0	0 0.0	0 1.0	0	0 0.0	0 1.0
Volume Module:												
Base Vol:	0	2462	469	592	1475	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2462	469	592	1475	0	0	0	635	0	0	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2462	469	592	1475	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2462	469	592	1475	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2462	469	592	1475	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.29	0.33	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.66	0.66	0.31	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.04	0.44	1.04	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	47.6	8.7	83.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.6	8.7	83.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	A	F	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	52	7	27	2	0	0	0	0	0	0	0

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #216 Sierra College Blvd & SR 193

Average Delay (sec/veh): 22.3 Worst Case Level Of Service: F[53.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1.0	0	0 1	0	0	1! 0 0	1	0	1 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	370	5	126	4	4	8	5	201	181	76	184	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:	370	5	126	4	4	8	5	201	181	76	184	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:	370	5	126	4	4	8	5	201	181	76	184	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	370	5	126	4	4	8	5	201	181	76	184	76
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	591	623	201	741	766	222	260	xxxx	xxxxx	382	xxxx	xxxxx
Potent Cap.:	422	405	845	335	335	823	1316	xxxx	xxxxx	1188	xxxx	xxxxx
Move Cap.:	392	378	845	267	313	823	1316	xxxx	xxxxx	1188	xxxx	xxxxx
Volume/Cap:	0.94	0.01	0.15	0.01	0.01	0.01	0.00	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	392	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	10.9	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	68.1	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	53.5			13.8			xxxxxx			xxxxxx		
ApproachLOS:	F			B			*			*		

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #301 Sierra College Bl & Brace Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 6 Average Delay (sec/veh): 16.3
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	634	89	78	405	0	0	0	60	61	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	89	78	405	0	0	0	60	61	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	634	89	78	405	0	0	0	60	61	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	89	78	405	0	0	0	60	61	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	634	89	78	405	0	0	0	60	61	0	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	1.00	1.00	1.00	1.00	0.87	0.95	1.00	0.85
Lanes:	0.00	1.75	0.25	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3109	436	1805	1900	0	0	0	1644	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.04	0.21	0.00	0.00	0.00	0.04	0.03	0.00	0.06
Crit Moves:		****		****					****			****
Green/Cycle:	0.00	0.56	0.56	0.12	0.68	0.00	0.00	0.00	0.10	0.16	0.00	0.16
Volume/Cap:	0.00	0.36	0.36	0.36	0.31	0.00	0.00	0.00	0.36	0.21	0.00	0.36
Delay/Veh:	0.0	12.1	12.1	41.6	6.6	0.0	0.0	0.0	43.3	37.1	0.0	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	12.1	41.6	6.6	0.0	0.0	0.0	43.3	37.1	0.0	38.5
LOS by Move:	A	B	B	D	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	6	6	3	5	0	0	0	2	2	0	3

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #302 Sierra College Bl & Taylor Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	91	441	189	25	224	71	131	315	89	160	270	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	441	189	25	224	71	131	315	89	160	270	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	441	189	25	224	71	131	315	89	160	270	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	441	189	25	224	71	131	315	89	160	270	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	441	189	25	224	71	131	315	89	160	270	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.12	0.01	0.12	0.04	0.07	0.17	0.06	0.09	0.14	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.41	0.41	0.02	0.30	0.30	0.15	0.29	0.29	0.16	0.30	0.30
Volume/Cap:	0.39	0.57	0.29	0.57	0.39	0.15	0.48	0.57	0.19	0.57	0.48	0.09
Delay/Veh:	41.0	23.8	20.1	64.7	28.0	25.5	40.2	31.5	26.8	41.8	29.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	23.8	20.1	64.7	28.0	25.5	40.2	31.5	26.8	41.8	29.5	25.5
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	11	4	2	6	2	4	9	2	5	7	1

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #304 Sierra College Bl & King Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	2	487	39	63	298	3	21	14	4	15	4	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	487	39	63	298	3	21	14	4	15	4	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	487	39	63	298	3	21	14	4	15	4	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	487	39	63	298	3	21	14	4	15	4	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	487	39	63	298	3	21	14	4	15	4	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.96	0.96	0.96	0.88	0.88	0.88
Lanes:	1.00	0.93	0.07	1.00	0.99	0.01	0.54	0.36	0.10	0.14	0.04	0.82
Final Sat.:	1805	1740	139	1805	1879	19	983	655	187	235	63	1379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.03	0.16	0.16	0.02	0.02	0.02	0.06	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.62	0.62	0.08	0.69	0.69	0.05	0.05	0.05	0.14	0.14	0.14
Volume/Cap:	0.23	0.45	0.45	0.45	0.23	0.23	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	62.8	10.5	10.5	46.5	5.9	5.9	50.2	50.2	50.2	40.9	40.9	40.9
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:	62.8	10.5	10.5	46.5	5.9	5.9	50.2	50.2	50.2	40.9	40.9	40.9
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	9	9	2	3	3	2	2	2	4	4	4

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #305 Taylor Rd & King Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12	Average Delay (sec/veh):	30.5
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	1	0	1	0	1 0	1	0	0 1
Volume Module:												
Base Vol:	362	282	114	28	239	0	67	91	317	95	83	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	282	114	28	239	0	67	91	317	95	83	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	282	114	28	239	0	67	91	317	95	83	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	282	114	28	239	0	67	91	317	95	83	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
FinalVolume:	362	282	114	28	239	0	67	91	317	95	83	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1805	1900	1615	1805	3610	0	1805	1900	1615	1805	1314	506
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.07	0.02	0.07	0.00	0.04	0.05	0.20	0.05	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.34	0.41	0.41	0.04	0.11	0.00	0.16	0.33	0.33	0.09	0.27	0.27
Volume/Cap:	0.59	0.36	0.17	0.36	0.59	0.00	0.24	0.14	0.59	0.59	0.24	0.24
Delay/Veh:	28.5	20.6	18.7	49.3	44.3	0.0	37.3	23.3	29.2	49.2	28.9	28.9
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:	28.5	20.6	18.7	49.3	44.3	0.0	37.3	23.3	29.2	49.2	28.9	28.9
LOS by Move:	C	C	B	D	D	A	D	C	C	D	C	C
HCM2kAvgQ:	10	6	2	1	5	0	2	2	9	4	3	3

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #306 Taylor Rd & Horseshoe Bar

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	9	Average Delay (sec/veh):	38.3
Optimal Cycle:	80	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0	0 1!	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	443	112	371	353	4	13	7	5	85	8	400
Growth Adj:	1.00	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	443	112	371	353	4	13	7	5	85	8	400
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	443	112	371	353	4	13	7	5	85	8	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	443	112	371	353	4	13	7	5	85	8	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	443	112	371	353	4	13	7	5	85	8	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.96	0.96	0.85
Lanes:	1.00	0.80	0.20	1.00	0.99	0.01	0.52	0.28	0.20	0.91	0.09	1.00
Final Sat.:	1805	1471	372	1805	1875	21	937	505	360	1660	156	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.21	0.19	0.19	0.01	0.01	0.01	0.05	0.05	0.25
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.36	0.36	0.24	0.59	0.59	0.02	0.02	0.02	0.29	0.29	0.29
Volume/Cap:	0.32	0.84	0.84	0.84	0.32	0.32	0.84	0.84	0.84	0.17	0.17	0.84
Delay/Veh:	56.2	39.4	39.4	49.9	10.7	10.7	150.2	150	150.2	26.5	26.5	46.2
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:	56.2	39.4	39.4	49.9	10.7	10.7	150.2	150	150.2	26.5	26.5	46.2
LOS by Move:	E	D	D	D	B	B	F	F	F	C	C	D
HCM2kAvgQ:	1	18	18	14	6	6	2	2	2	2	2	14

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #501 E Lincoln Pkwy & Twelve Bridges

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	11	17	14	4	307	391	266	2	10	429	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	11	17	14	4	307	391	266	2	10	429	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	11	17	14	4	307	391	266	2	10	429	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	11	17	14	4	307	391	266	2	10	429	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	11	17	14	4	307	391	266	2	10	429	12
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.00	0.22	0.28	0.10	0.00	0.01	0.16	0.01
Crit Volume:	24					4	391				215	
Crit Moves:	****				****		****				****	

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #502 Sierra College & Twelve Bridges

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.0]

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	1	0	0		0	0	1	0	1		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	16	525	0				0	224	11				31	0	51				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:	16	525	0				0	224	11				31	0	51				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:	16	525	0				0	224	11				31	0	51				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	16	525	0				0	224	11				31	0	51				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:	235	xxxx	xxxxx				xxxx	xxxx	xxxxx				781	xxxx					224	xxxx	xxxx	xxxxx		
Potent Cap.:	1344	xxxx	xxxxx				xxxx	xxxx	xxxxx				366	xxxx					820	xxxx	xxxx	xxxxx		
Move Cap.:	1344	xxxx	xxxxx				xxxx	xxxx	xxxxx				363	xxxx					820	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx				xxxx	xxxx	xxxx				0.09	xxxx	0.06				xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.3	xxxx	0.2				xxxx	xxxx	xxxx	xxxxx		
Control Del:	7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				15.8	xxxx	9.7				xxxxx	xxxx	xxxxx	xxxxx		
LOS by Move:	A	*	*				*	*	*				C	*	A				*	*	*			
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						12.0						xxxxxx					
ApproachLOS:	*						*						B						*					

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #601 Sierra College & English Colony

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[13.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	1	0		1	0	1	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	559	4				47	314	0				0	0	0				3	0	57			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	559	4				47	314	0				0	0	0				3	0	57			
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	559	4				47	314	0				0	0	0				3	0	57			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	559	4				47	314	0				0	0	0				3	0	57			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				563	xxxx	xxxxx				xxxx	xxxx	xxxxx				969	969	561			
Potent Cap.:	xxxx	xxxx	xxxxx				1019	xxxx	xxxxx				xxxx	xxxx	xxxxx				284	256	531			
Move Cap.:	xxxx	xxxx	xxxxx				1019	xxxx	xxxxx				xxxx	xxxx	xxxxx				274	244	531			
Volume/Cap:	xxxx	xxxx	xxxx				0.05	xxxx	xxxx				xxxx	xxxx	xxxx				0.01	0.00	0.11			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				8.7	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	507	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	13.0	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						13.0					
ApproachLOS:	*						*						*						B					

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #307 Rocklin Rd & Barton Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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:	153	68	0	0	43	55	61	0	242	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	153	68	0	0	43	55	61	0	242	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86				
PHF Volume:	178	79	0	0	50	64	71	0	281	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	178	79	0	0	50	64	71	0	281	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	178	79	0	0	50	64	71	0	281	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.69	0.31	0.00	0.00	0.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	481	214	0	0	317	405	595	0	740	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	xxxx	xxxx	0.16	0.16	0.12	xxxx	0.38	xxxx	xxxx	xxxx				
Crit Moves:	****					****			****							
Delay/Veh:	10.7	10.7	0.0	0.0	8.5	8.5	9.3	0.0	10.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	10.7	10.7	0.0	0.0	8.5	8.5	9.3	0.0	10.0	0.0	0.0	0.0				
LOS by Move:	B	B	*	*	A	A	A	*	B	*	*	*				
ApproachDel:	10.7				8.5			9.9			xxxxxx					
Delay Adj:	1.00				1.00			1.00			xxxxx					
ApprAdjDel:	10.7				8.5			9.9			xxxxxx					
LOS by Appr:	B				A			A			*					
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.0	0.5	0.0	0.0	0.0				

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #308 Barton Rd & Brace Rd

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[15.0]

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	72		0	0	0		64	150	114	57	0			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			
Initial Bse:	143	0	72		0	0	0		64	150	114	57	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:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90			
PHF Volume:	159	0	80		0	0	0		71	167	127	63	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0			
FinalVolume:	159	0	80		0	0	0		71	167	127	63	0			
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	471	471	154		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	238	xxxx	xxxxx		
Potent Cap.:	555	494	897		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	1341	xxxx	xxxxx		
Move Cap.:	512	444	897		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	1341	xxxx	xxxxx		
Volume/Cap:	0.31	0.00	0.09		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	0.09	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		*	*	*	A	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	598	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	1.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	15.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx		
Shared LOS:	*	B	*		*	*	*		*	*	*	A	*	*		
ApproachDel:	15.0				xxxxxx				xxxxxx			xxxxxx				
ApproachLOS:	B				*				*			*				

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #309 Horseshoe Bar Rd & I-80 WB Ramp

Cycle (sec):	100			Critical Vol./Cap. (X):			0.380					
Loss Time (sec):	0			Average Delay (sec/veh):			26.0					
Optimal Cycle:	37			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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	88	373	177	48	202	387	75	46	67	72	50	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:	88	373	177	48	202	387	75	46	67	72	50	140
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	389	184	50	210	0	78	48	70	75	52	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	389	184	50	210	0	78	48	70	75	52	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	389	184	50	210	0	78	48	70	75	52	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	1.00	1.00	0.97	0.97	0.85	0.95	0.89	0.89
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.26	0.74
Final Sat.:	1805	2331	1106	1805	1900	1900	1142	701	1615	1805	444	1245
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.11	0.00	0.07	0.07	0.04	0.04	0.12	0.12
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.44	0.44	0.07	0.35	0.00	0.18	0.18	0.18	0.31	0.31	0.31
Volume/Cap:	0.32	0.38	0.38	0.38	0.32	0.00	0.38	0.38	0.24	0.13	0.38	0.38
Delay/Veh:	37.7	19.1	19.1	46.0	24.0	0.0	36.8	36.8	35.6	25.1	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	19.1	19.1	46.0	24.0	0.0	36.8	36.8	35.6	25.1	27.6	27.6
LOS by Move:	D	B	B	D	C	A	D	D	D	C	C	C
HCM2kAvgQ:	3	6	6	2	5	0	4	4	2	2	5	5

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

City of Rocklin General Plan Update
Existing Conditions (2008)
PM Peak Hour LOS

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

Intersection #310 Horseshoe Bar Rd & I-80 EB Ramp

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: C[18.2]

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	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	273		61		157	242		0		0	0		0		114	0		398	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	273		61		157	242		0		0	0		0		114	0		398	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	0	290		65		167	257		0		0	0		0		121	0		423	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	290		65		167	257		0		0	0		0		121	0		423	
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		355	xxxx	xxxxx	xxxx	xxxx	xxxxx		882	xxxx		290					
Potent Cap.:	xxxx	xxxx	xxxxx		1215	xxxx	xxxxx	xxxx	xxxx	xxxxx		319	xxxx		754					
Move Cap.:	xxxx	xxxx	xxxxx		1215	xxxx	xxxxx	xxxx	xxxx	xxxxx		282	xxxx		754					
Volume/Cap:	xxxx	xxxx	xxxx		0.14	xxxx	xxxx	xxxx	xxxx	xxxx		0.43	xxxx		0.56					
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx		2.1	xxxx		3.5					
Control Del:	xxxxx	xxxx	xxxxx		8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		27.0	xxxx		15.7					
LOS by Move:	*	*	*		A	*	*	*	*	*		D	*		C					
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT					
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		0.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*					
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				18.2							
ApproachLOS:	*				*				*				C							

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

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#401 Pleasant Grove & Fairway	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
#402 Stanford Ranch & Fairway	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000
#403 Stanford Ranch & Five Star	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000
#404 Pleasant Grove & Roseville Pkw	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000
#405 Galleria & Roseville Pkwy	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000
#406 Roseville Parkway & Taylor	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000
#407 Roseville Parkway & N. Sunrise	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
#408 Sierra College & Secret Ravine	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #401 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	527	951	380	109	602	116	176	314	295	488	323	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	527	951	380	109	602	116	176	314	295	488	323	123
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:	527	951	380	109	602	116	176	314	295	488	323	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	951	380	109	602	116	176	314	295	488	323	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	527	951	380	109	602	116	176	314	295	488	323	123
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.26	0.08	0.21	0.08	0.06	0.11	0.20	0.17	0.11	0.08
Crit Volume:		476		109				157		244		
Crit Moves:		****		****				****		****		

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #402 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0 1	2	0 3.0	0 1	1	0 2.0	0 1	2	0 0.0	1 0
Volume Module:												
Base Vol:	197	1159	235	77	758	45	55	172	159	202	142	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1159	235	77	758	45	55	172	159	202	142	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1159	235	77	758	45	55	172	159	202	142	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1159	235	77	758	45	55	172	159	202	142	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1159	235	77	758	45	55	172	159	202	142	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.87	0.13
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.16	0.03	0.17	0.03	0.04	0.06	0.11	0.07	0.11	0.11
Crit Volume:		580			39			86			163	
Crit Moves:		****			****			****			****	

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #403 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3.0	0 1	2	0 3.0	0 1	1	1 0.0	0 1	1	1 0.0	1 0
Volume Module:												
Base Vol:	510	1427	322	60	947	57	85	74	356	360	113	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:	510	1427	322	60	947	57	85	74	356	360	113	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:	510	1427	322	60	947	57	85	74	356	360	113	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	1427	322	60	947	57	85	74	356	360	113	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
FinalVolume:	510	1427	322	60	947	57	85	74	356	360	113	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.07	0.93	1.00	1.97	0.62	0.41
Final Sat.:	2900	4350	1450	2900	4350	1450	1550	1350	1450	2855	894	601
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.22	0.02	0.22	0.04	0.05	0.05	0.25	0.13	0.13	0.13
Crit Volume:	0				316				356			183
Crit Moves:	****				****				****			****

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #404 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	1253	324	599	142	236	35	36	1160	676	473	1360	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1253	324	599	142	236	35	36	1160	676	473	1360	94
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1253	324	0	142	236	0	36	1160	0	473	1360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1253	324	0	142	236	0	36	1160	0	473	1360	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1253	324	0	142	236	0	36	1160	0	473	1360	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.11	0.00	0.05	0.05	0.00	0.01	0.27	0.00	0.11	0.31	0.00
Crit Volume:	418				79			387		158		
Crit Moves:	****				****			****		****		

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #405 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	476	704	27	682	558	351	347	886	347	94	1464	717
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	704	27	682	558	351	347	886	347	94	1464	717
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	476	704	0	682	558	0	347	886	0	94	1464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	704	0	682	558	0	347	886	0	94	1464	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	476	704	0	682	558	0	347	886	0	94	1464	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.16	0.19	0.00	0.12	0.20	0.00	0.03	0.34	0.00
Crit Volume:	238				279		174				488	
Crit Moves:	****				****		****				****	

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #406 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	379	208	93	343	168	97	135	1378	344	328	1825	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	208	93	343	168	97	135	1378	344	328	1825	415
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:	379	208	93	343	168	97	135	1378	344	328	1825	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	208	93	343	168	97	135	1378	344	328	1825	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	208	93	343	168	97	135	1378	344	328	1825	415
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.06	0.12	0.06	0.07	0.05	0.32	0.24	0.11	0.42	0.29
Crit Volume:		104		172			68				608	
Crit Moves:		****		****			****				****	

City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #407 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	545	99	247	44	165	238	73	1566	310	144	1984	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	99	247	44	165	238	73	1566	310	144	1984	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	545	99	0	44	165	238	73	1566	0	144	1984	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	99	0	44	165	238	73	1566	0	144	1984	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	545	99	0	44	165	238	73	1566	0	144	1984	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.00	0.03	0.06	0.16	0.03	0.36	0.00	0.05	0.46	0.02
Crit Volume:	182					238	0				661	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
Roseville Intersections: Existing Conditions
PM Peak Hour LOS

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

Intersection #408 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	198	884	3	1	704	117	124	2	131	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	884	3	1	704	117	124	2	131	3	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	884	3	1	704	117	124	2	131	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	884	3	1	704	117	124	2	131	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	884	3	1	704	117	124	2	131	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1447	53	1500	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.00	0.00	0.23	0.08	0.09	0.04	0.09	0.01	0.01	0.00
Crit Volume:	198			352			124			8		
Crit Moves:	****			****			****			****		

INTERSECTION LOS WORKSHEETS
EXISTING PLUS PROJECT CONDITIONS

City of Rocklin General Plan Update
Existing Plus Project Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Granite Dr & Rocklin Rd	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 2 Granite Dr & Sierra College Bl	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 3 Granite Dr & Sierra Meadows	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 4 Pacific St & Del Mar/ Domingue	E	xxxxx	0.902	E	xxxxx	0.902	+ 0.000 V/C
# 5 Pacific St & Farron St	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 6 Pacific St & Midas Ave	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 7 Pacific St & Rocklin Rd	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 8 Pacific St & Sierra Meadows	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 9 Pacific St & Woodside Dr	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 10 Rocklin Rd & Aguilar Rd	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 11 Rocklin Rd & El Don Dr	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 12 Rocklin Rd & Fire Station No 1	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 13 Rocklin Rd & Havenhurst Cir	A	xxxxx	0.306	A	xxxxx	0.306	+ 0.000 V/C
# 14 Rocklin Rd & Sierra College Bl	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 15 Rocklin Rd & South Grove St	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 16 Sierra College Bl & El Don Dr	A	xxxxx	0.373	A	xxxxx	0.373	+ 0.000 V/C
# 17 Sierra College Bl & Nightwatch	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000 V/C
# 18 Sierra College Bl & Scarboroug	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
# 19 Sierra College Bl & Southside	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000 V/C
# 20 Sunset Bl & Pacific St	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 21 Sunset Bl & Springview Dr	F	xxxxx	1.084	F	xxxxx	1.084	+ 0.000 V/C
# 22 Sunset Bl & Topaz Ave	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 23 Sunset Bl & Whitney Bl	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
#101 Blue Oaks Bl & Lonetree	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C

City of Rocklin General Plan Update
Existing Plus Project Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#102 Blue Oaks Bl & Market Place	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000 V/C
#103 Blue Oaks Bl & Van Buren Way	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000 V/C
#104 Five Star & Destiny Dr	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
#105 Lonetree Bl & Adams Dr	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#106 Lonetree Bl & Atherton Rd	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
#107 Lonetree Bl & Grand Canyon Dr	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#108 Lonetree Bl & Redwood Dr	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
#109 Lonetree Bl & West Oaks Bl	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
#110 Park Dr & Blaydon Rd	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#111 Park Dr & Quarry Way	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
#112 Park Dr & Farrier Rd	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
#113 Park Dr & King Pine Dr	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
#114 Park Dr & Shelton	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000 V/C
#115 Park Dr & Victory Lane	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
#116 Park Dr & Wykford Bl	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
#117 Park Dr & Twin Oaks/ Boardwalk	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
#118 Park Dr & Safeway	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
#119 South Whitney & Five Star Bl	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
#120 Spring Creek Dr & Broken Rail	A	xxxxx	0.034	A	xxxxx	0.034	+ 0.000 V/C
#121 Stanford Ranch Rd & Cobbleston	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
#122 Stanford Ranch Rd & Darby Rd	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#123 Stanford Ranch Rd & Park Dr	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
#124 Stanford Ranch Rd & Plaza	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#125 Stanford Ranch Rd & Stoney Dr	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
#126 Stanford Ranch Rd & Victory Ln	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C

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City of Rocklin General Plan Update
Existing Plus Project Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#127 Stanford Ranch Rd & West Oaks	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
#128 Sunset Bl & Atherton	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
#129 Sunset Bl & Blue Oaks Bl	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
#130 Sunset Bl & Fairway Dr	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#131 Sunset Bl & Little Rock	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
#132 Sunset Bl & Park Dr	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#133 Sunset Bl & Pebble Creek	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#134 Sunset Bl & Stanford Ranch Rd	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
#135 Sunset Bl & West Oaks Bl	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000 V/C
#136 W Stanford Ranch Rd & Sunset B	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
#137 W Stanford Ranch Rd & Wildcat	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#138 Whitney Ranch Pkwy & Bridlewoo	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
#139 Whitney Ranch Pkwy & Painted P	A	xxxxx	0.207	A	xxxxx	0.207	+ 0.000 V/C
#140 Whitney Ranch Pkwy & Spring Cr	A	xxxxx	0.191	A	xxxxx	0.191	+ 0.000 V/C
#141 Wildcat Bl & Bridlewood Dr	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#142 Wildcat Bl & Whitney Ranch Pkw	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#143 Wildcat Bl & S High School Ent	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
#144 Wildcat Bl & N High School Ent	A	xxxxx	0.176	A	xxxxx	0.176	+ 0.000 V/C
#145 Wildcat Bl & Ranch View Dr	A	xxxxx	0.263	A	xxxxx	0.263	+ 0.000 V/C
#152 Stanford Ranch Rd & Crest Dr	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
#153 Whitney Blvd & Crest Dr	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#154 Park Dr & Crest Dr	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
#161 Granite Dr & Dominguez Dr	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
#162 Sierra College Bl & Dominguez	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#163 Park Dr & Valley View Pkwy	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C

City of Rocklin General Plan Update
Existing Plus Project Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#164 Nature Trail Wy & Valley View	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
#165 Sierra College Bl & Valley Vie	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
#166 University Ave & Whitney Ranch	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000 V/C
#167 West Oaks Bl & Whitney Ranch P	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
#168 West Oaks Bl & Painted Pony Ln	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
#169 Laredo Dr & Whitney Ranch Pkwy	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
#170 Rocklin Rd & Civic Centr Dr	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#171 Pacific St & Civic Center Dr	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
#201 Rocklin Rd & I-80 EB	C	31.8	0.881	C	31.8	0.881	+ 0.000 D/V
#202 Rocklin Rd & I-80 WB	C	23.7	0.817	C	23.7	0.817	+ 0.000 D/V
#203 Sierra College Bl & I-80 WB	C	26.8	0.590	C	26.8	0.590	+ 0.000 D/V
#204 Sierra College Bl & I-80 EB	C	28.4	0.408	C	28.4	0.408	+ 0.000 D/V
#205 SR 65 & Sunset Blvd	E	71.3	1.097	E	71.3	1.097	+ 0.000 D/V
#208 Whitney Ranch Pkwy & SR 65 SB	B	16.7	0.566	B	16.7	0.566	+ 0.000 D/V
#209 Whitney Ranch Pkwy & SR 65 NB	A	9.6	0.494	A	9.6	0.494	+ 0.000 D/V
#210 Blue Oaks Blvd & SR 65 SB	C	25.7	0.519	C	25.7	0.519	+ 0.000 D/V
#211 Blue Oaks Blvd & SR 65 NB Off	A	7.4	0.642	A	7.4	0.642	+ 0.000 D/V
#212 Pleasant Grove Blvd & SR 65 NB	E	79.4	1.175	E	79.4	1.175	+ 0.000 D/V
#213 Pleasant Grove Blvd & SR 65 SB	C	28.3	1.016	C	28.3	1.016	+ 0.000 D/V
#214 Stanford Ranch Rd & SR 65 NB	C	30.4	0.998	C	30.4	0.998	+ 0.000 D/V
#215 Stanford Ranch Rd & SR 65 SB	D	50.9	1.129	D	50.9	1.129	+ 0.000 D/V
#301 Sierra College Bl & Brace Rd	B	18.1	0.569	B	18.1	0.569	+ 0.000 D/V
#302 Sierra College Bl & Taylor Rd	E	72.4	1.095	E	72.4	1.095	+ 0.000 D/V
#304 Sierra College Bl & King Rd	C	28.7	0.760	C	28.7	0.760	+ 0.000 D/V
#305 Taylor Rd & King Rd	C	30.7	0.523	C	30.7	0.523	+ 0.000 D/V

City of Rocklin General Plan Update
Existing Plus Project Conditions

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#306 Taylor Rd & Horseshoe Bar	D	35.8	0.842	D	35.8	0.842	+ 0.000 D/V
#501 E Lincoln Pkwy & Twelve Bridge	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#502 Sierra College & Twelve Bridge	C	16.4	0.236	C	16.4	0.236	+ 0.000 D/V
#601 Sierra College & English Colon	F	244.2	1.182	F	244.2	1.182	+ 0.000 D/V

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #1 Granite Dr & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	30	17	15	628	19	237	227	1762	10	32	819	558
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	17	15	628	19	237	227	1762	10	32	819	558
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:	30	17	15	628	19	237	227	1762	10	32	819	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	15	628	19	237	227	1762	10	32	819	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
FinalVolume:	30	17	15	628	19	237	227	1762	10	32	819	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.94	0.06	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1450	770	680	2815	85	1450	1450	2884	16	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.22	0.22	0.16	0.16	0.61	0.61	0.02	0.28	0.00
Crit Volume:		32		324				886		32		
Crit Moves:		****		****				****		****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #2 Granite Dr & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	89	686	100	53	769	90	254	32	242	205	27	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	686	100	53	769	90	254	32	242	205	27	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	686	100	53	769	90	254	32	242	205	27	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	686	100	53	769	90	254	32	242	205	27	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	686	100	53	769	90	254	32	242	205	27	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.62	0.38	1.00	3.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1450	3797	553	1450	4350	1450	1450	1450	2900	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.04	0.18	0.06	0.18	0.02	0.08	0.14	0.02	0.02
Crit Volume:	89				256				121	205		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #3 Granite Dr & Sierra Meadows

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	104	65	45	54	55	317	210	309	53	61	366	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	65	45	54	55	317	210	309	53	61	366	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	65	45	54	55	317	210	309	53	61	366	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	65	45	54	55	317	210	309	53	61	366	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	65	45	54	55	317	210	309	53	61	366	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.59	0.41	1.00	0.15	0.85	1.00	1.71	0.29	1.00	1.74	0.26
Final Sat.:	1450	857	593	1450	214	1236	1450	2475	425	1450	2521	379
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.04	0.26	0.26	0.14	0.12	0.12	0.04	0.15	0.15
Crit Volume:		110			372		210				211	
Crit Moves:		****			****		****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #4 Pacific St & Del Mar/ Dominguez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	119	686	169	35	542	72	263	331	371	144	103	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	686	169	35	542	72	263	331	371	144	103	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	686	169	35	542	72	263	331	371	144	103	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	686	169	35	542	72	263	331	371	144	103	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	686	169	35	542	72	263	331	371	144	103	88
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.60	0.40	1.00	2.00	1.00	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1450	2327	573	1450	2900	1450	1450	684	766	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.02	0.19	0.05	0.18	0.48	0.48	0.10	0.07	0.06
Crit Volume:			428	35					702	144		
Crit Moves:			****	****					****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #5 Pacific St & Farron St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	218	1151	30	104	1091	47	39	12	327	70	6	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:	218	1151	30	104	1091	47	39	12	327	70	6	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:	218	1151	30	104	1091	47	39	12	327	70	6	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1151	30	104	1091	47	39	12	327	70	6	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	1151	30	104	1091	47	39	12	327	70	6	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.95	0.05	1.00	2.00	1.00	1.00	0.04	0.96	1.00	0.11	0.89
Final Sat.:	1450	2826	74	1450	2900	1450	1450	51	1399	1450	164	1286
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.41	0.07	0.38	0.03	0.03	0.23	0.23	0.05	0.04	0.04
Crit Volume:	218				546			339		70		
Crit Moves:	****				****			****		****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #6 Pacific St & Midas Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	135	575		16			166	703		374			277	136		101			8	53		12		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	135	575		16			166	703		374			277	136		101			8	53		12		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	135	575		16			166	703		374			277	136		101			8	53		12		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	135	575		16			166	703		374			277	136		101			8	53		12		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	135	575		16			166	703		374			277	136		101			8	53		12		
Saturation Flow Module:																								
Sat/Lane:	1450	1450		1450			1450	1450		1450			1450	1450		1450			1450	1450		1450		
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	1.95		0.05			1.00	2.00		1.00			1.00	1.15		0.85			1.00	1.00		1.00		
Final Sat.:	1450	2821		79			1450	2900		1450			1450	1664		1236			1450	1450		1450		
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.20		0.20			0.11	0.24		0.26			0.19	0.08		0.08			0.01	0.04		0.01		
Crit Volume:	135									374			277							53				
Crit Moves:	****									****			****							****				

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #7 Pacific St & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 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:	Ovl						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	1	1	0		1	1	0	0	1	
Volume Module:																								
Base Vol:	67	452		707			217	579		56			75	375		58			497	221		187		
Growth Adj:	1.00	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	452		707			217	579		56			75	375		58			497	221		187		
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	452		707			217	579		56			75	375		58			497	221		187		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	67	452		707			217	579		56			75	375		58			497	221		187		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	67	452		707			217	579		56			75	375		58			497	221		187		
Saturation Flow Module:																								
Sat/Lane:	1450	1450		1450			1450	1450		1450			1450	1450		1450			1450	1450		1450		
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	1.82		0.18			1.00	1.73		0.27			1.38	0.62		1.00		
Final Sat.:	1450	2900		1450			1450	2644		256			1450	2512		388			2007	893		1450		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.16		0.49			0.15	0.22		0.22			0.05	0.15		0.15			0.25	0.25		0.13		
Crit Volume:				707			217							217						0				
Crit Moves:				****			****							****						****				

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #8 Pacific St & Sierra Meadows

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	25	829	107	185	880	10	6	19	26	123	44	146
Growth Adj:	1.00	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	829	107	185	880	10	6	19	26	123	44	146
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	829	107	185	880	10	6	19	26	123	44	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	829	107	185	880	10	6	19	26	123	44	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	829	107	185	880	10	6	19	26	123	44	146
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.77	0.23	1.00	1.98	0.02	1.00	0.42	0.58	1.00	0.23	0.77
Final Sat.:	1450	2568	332	1450	2867	33	1450	612	838	1450	336	1114
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.13	0.31	0.31	0.00	0.03	0.03	0.08	0.13	0.13
Crit Volume:			468	185				45			190	
Crit Moves:			****	****				****			****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #9 Pacific St & Woodside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1122	147	99	961	0	0	0	0	171	0	79
Growth Adj:	1.00	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	1122	147	99	961	0	0	0	0	171	0	79
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	1122	147	99	961	0	0	0	0	171	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1122	147	99	961	0	0	0	0	171	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1122	147	99	961	0	0	0	0	171	0	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.10	0.07	0.32	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Volume:		561		99					0	171		
Crit Moves:		****		****						****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #10 Rocklin Rd & Aguilar Rd

Cycle (sec):	100				Critical Vol./Cap.(X):				0.462							
Loss Time (sec):	0				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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	2	1	0	1	0	3	0	0
Volume Module:																
Base Vol:	196	0	41		0	0	0		70	1108	265		40	820	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:	196	0	41		0	0	0		70	1108	265		40	820	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:	196	0	41		0	0	0		70	1108	265		40	820	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	196	0	41		0	0	0		70	1108	265		40	820	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	196	0	41		0	0	0		70	1108	265		40	820	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	2.42	0.58		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		1500	3631	869		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.03		0.00	0.00	0.00		0.05	0.31	0.31		0.03	0.18	0.00	
Crit Volume:	196					0					458		40			
Crit Moves:	****										****		****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #11 Rocklin Rd & El Don Dr

Cycle (sec):	100				Critical Vol./Cap.(X):				0.450							
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	41				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	103	5	7		74	8	401		252	845	103		8	365	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	5	7		74	8	401		252	845	103		8	365	82	
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:	103	5	7		74	8	401		252	845	103		8	365	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	5	7		74	8	401		252	845	103		8	365	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	5	7		74	8	401		252	845	103		8	365	82	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	0.42	0.58		0.90	0.10	1.00		1.00	2.67	0.33		1.00	2.45	0.55	
Final Sat.:	1450	604	846		1309	141	1450		1450	3877	473		1450	3552	798	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.01	0.01		0.06	0.06	0.28		0.17	0.22	0.22		0.01	0.10	0.10	
Crit Volume:	103						401		0					149		
Crit Moves:	****						****		****					****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #12 Rocklin Rd & Fire Station No 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	2 0	1	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1339	0	0	840	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	0	0	0	0	1339	0	0	840	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	0	0	0	0	1339	0	0	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1339	0	0	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1339	0	0	840	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1600	0	0	1600	0	1600	3200	0	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.26	0.00
Crit Volume:	0			0			670			0		
Crit Moves:							****			****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #13 Rocklin Rd & Havenhurst Cir

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	2 1	0	1	0 2 1 0
Volume Module:												
Base Vol:	15	0	4	78	1	41	46	981	27	9	600	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	4	78	1	41	46	981	27	9	600	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	4	78	1	41	46	981	27	9	600	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	4	78	1	41	46	981	27	9	600	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	4	78	1	41	46	981	27	9	600	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.79	0.00	0.21	0.99	0.01	1.00	1.00	2.92	0.08	1.00	2.72	0.28
Final Sat.:	1145	0	305	1432	18	1450	1450	4233	117	1450	3949	401
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.03	0.03	0.23	0.23	0.01	0.15	0.15
Crit Volume:			19			79			336		9	
Crit Moves:			****			****			****		****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #14 Rocklin Rd & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	353	632	87	203	609	76	2	314	486	51	136	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:	353	632	87	203	609	76	2	314	486	51	136	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:	353	632	87	203	609	76	2	314	486	51	136	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	632	87	203	609	76	2	314	486	51	136	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
FinalVolume:	353	632	87	203	609	76	2	314	486	51	136	96
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.17	0.83
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	1700	1200
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.06	0.07	0.14	0.05	0.00	0.11	0.34	0.02	0.08	0.08
Crit Volume:	0			203					486	25		
Crit Moves:	****			****					****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #15 Rocklin Rd & South Grove St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	26	0	162	0	0	0	0	1262	34	144	871	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:	26	0	162	0	0	0	0	1262	34	144	871	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:	26	0	162	0	0	0	0	1262	34	144	871	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	162	0	0	0	0	1262	34	144	871	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	162	0	0	0	0	1262	34	144	871	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2921	79	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.11	0.00	0.00	0.00	0.00	0.43	0.43	0.10	0.29	0.00
Crit Volume:			162	0					648	144		
Crit Moves:			****						****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #16 Sierra College Bl & El Don Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	45	969	5	19	1168	19	18	2	29	21	3	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:	45	969	5	19	1168	19	18	2	29	21	3	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	969	5	19	1168	19	18	2	29	21	3	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	969	5	19	1168	19	18	2	29	21	3	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	969	5	19	1168	19	18	2	29	21	3	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00	0.37	0.04	0.59	0.37	0.05	0.58
Final Sat.:	1450	4350	1450	1450	4350	1450	533	59	858	534	76	839
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.00	0.01	0.27	0.01	0.03	0.03	0.03	0.04	0.04	0.04
Crit Volume:	45				389			49				57
Crit Moves:	****				****			****				****

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #17 Sierra College Bl & Nightwatch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	0	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 3	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	62	931	0	0	1105	92	90	0	96	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:	62	931	0	0	1105	92	90	0	96	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	931	0	0	1105	92	90	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	931	0	0	1105	92	90	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	931	0	0	1105	92	90	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	4500	0	0	4500	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.00	0.00	0.25	0.06	0.06	0.00	0.06	0.00	0.00	0.00
Crit Volume:	62				368				96	0		
Crit Moves:	****				****				****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #18 Sierra College Bl & Scarborough

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	72	1009	1	4	1179	49	27	0	122	4	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:	72	1009	1	4	1179	49	27	0	122	4	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:	72	1009	1	4	1179	49	27	0	122	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1009	1	4	1179	49	27	0	122	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1009	1	4	1179	49	27	0	122	4	0	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.00	0.27	0.03	0.02	0.00	0.08	0.00	0.00	0.00
Crit Volume:	72				393				122	4		
Crit Moves:	****				****				****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #19 Sierra College Bl & Southside Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	6	1001	1	5	1122	30	23	0	24	1	0	3
Growth Adj:	1.00	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	1001	1	5	1122	30	23	0	24	1	0	3
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	1001	1	5	1122	30	23	0	24	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1001	1	5	1122	30	23	0	24	1	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1001	1	5	1122	30	23	0	24	1	0	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00	0.49	0.00	0.51	0.25	0.00	0.75
Final Sat.:	1450	4350	1450	1450	4350	1450	710	0	740	363	0	1088
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.26	0.02	0.03	0.00	0.03	0.00	0.00	0.00
Crit Volume:	6				374				47			4
Crit Moves:	****				****				****			****

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #20 Sunset Bl & Pacific St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	706	547	16	81	647	936	849	101	393	51	115	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	547	16	81	647	936	849	101	393	51	115	39
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	706	547	16	81	647	0	849	101	0	51	115	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	547	16	81	647	0	849	101	0	51	115	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	706	547	16	81	647	0	849	101	0	51	115	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.91	0.09	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4226	124	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.24	0.13	0.13	0.06	0.15	0.00	0.29	0.03	0.00	0.04	0.04	0.03
Crit Volume:	353				216		425				58	
Crit Moves:	****				****		****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #21 Sunset Bl & Springview Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	127	40	187	51	41	394	360	1146	112	203	1510	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	40	187	51	41	394	360	1146	112	203	1510	106
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:	127	40	187	51	41	394	360	1146	112	203	1510	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	40	187	51	41	394	360	1146	112	203	1510	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	40	187	51	41	394	360	1146	112	203	1510	106
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.76	0.24	1.00	0.10	0.08	0.82	1.00	2.73	0.27	1.00	2.80	0.20
Final Sat.:	1103	347	1450	152	122	1176	1450	3963	387	1450	4065	285
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.34	0.34	0.34	0.25	0.29	0.29	0.14	0.37	0.37
Crit Volume:			187			486			360			539
Crit Moves:			****			****			****			****

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #22 Sunset Bl & Topaz Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	24	15	20	101	14	113	95	1218	23	68	1378	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	15	20	101	14	113	95	1218	23	68	1378	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	15	20	101	14	113	95	1218	23	68	1378	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	15	20	101	14	113	95	1218	23	68	1378	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	15	20	101	14	113	95	1218	23	68	1378	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.25	0.34	0.44	0.06	0.50	1.00	2.94	0.06	1.00	2.80	0.20
Final Sat.:	610	381	508	664	92	743	1500	4417	83	1500	4204	296
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.15	0.06	0.28	0.28	0.05	0.33	0.33
Crit Volume:	24			228			95					492
Crit Moves:	****			****			****					****

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #23 Sunset Bl & Whitney Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2 1	0	1	0
Volume Module:												
Base Vol:	45	23	175	142	52	10	53	1264	36	305	1432	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	23	175	142	52	10	53	1264	36	305	1432	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	23	175	142	52	10	53	1264	36	305	1432	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	23	175	142	52	10	53	1264	36	305	1432	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	23	175	142	52	10	53	1264	36	305	1432	250
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.12	0.88	1.00	0.84	0.16	1.00	2.92	0.08	1.00	2.55	0.45
Final Sat.:	1450	168	1282	1450	1216	234	1450	4230	120	1450	3703	647
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.10	0.04	0.04	0.04	0.30	0.30	0.21	0.39	0.39
Crit Volume:		198			142			433		305		
Crit Moves:		****			****			****		****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #101 Blue Oaks Bl & Lonetree

Cycle (sec):	100			Critical Vol./Cap.(X):			0.671									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	69			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	L	- T	- R	
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ignore			Ignore			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1				
Volume Module:																
Base Vol:	315	263	43	26	289	1234	631	495	176	96	712	58				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	315	263	43	26	289	1234	631	495	176	96	712	58				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	315	263	43	26	289	0	631	495	0	96	712	58				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	315	263	43	26	289	0	631	495	0	96	712	58				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	315	263	43	26	289	0	631	495	0	96	712	58				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	1450	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.09	0.03	0.02	0.10	0.00	0.22	0.17	0.00	0.07	0.25	0.04				
Crit Volume:	158			145			316			356						
Crit Moves:	****			****			****			****						

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #102 Blue Oaks Bl & Market Place

Cycle (sec):	100			Critical Vol./Cap.(X):			0.296									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	32			Level Of Service:			A									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	0 1	1	0 1	0 1				
Volume Module:																
Base Vol:	6	0	1	4	1	6	4	660	3	2	824	3				
Growth Adj:	1.00	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	0	1	4	1	6	4	660	3	2	824	3				
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	0	1	4	1	6	4	660	3	2	824	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	0	1	4	1	6	4	660	3	2	824	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	6	0	1	4	1	6	4	660	3	2	824	3				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
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	0.00	1.00	0.80	0.20	1.00	1.00	1.99	0.01	1.00	1.99	0.01				
Final Sat.:	1450	0	1450	1160	290	1450	1450	2887	13	1450	2889	11				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.23	0.00	0.29	0.29				
Crit Volume:	6					6	4					414				
Crit Moves:	****					****	****					****				

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #103 Blue Oaks Bl & Van Buren Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	37	591	14		16	776	29		9	0	22		16	0	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	591	14		16	776	29		9	0	22		16	0	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	591	14		16	776	29		9	0	22		16	0	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	591	14		16	776	29		9	0	22		16	0	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	37	591	14		16	776	29		9	0	22		16	0	22	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	1.95	0.05		1.00	1.93	0.07		0.29	0.00	0.71		0.42	0.00	0.58	
Final Sat.:	1450	2833	67		1450	2796	104		421	0	1029		611	0	839	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.21		0.01	0.28	0.28		0.02	0.00	0.02		0.03	0.00	0.03	
Crit Volume:	37					403					31				38	
Crit Moves:	****					****					****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #104 Five Star & Destiny Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	20	3		222	25	13		13	0	2		3	1	354	
Growth Adj:	1.00	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	20	3		222	25	13		13	0	2		3	1	354	
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	20	3		222	25	13		13	0	2		3	1	354	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	20	3		222	25	13		13	0	2		3	1	354	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	20	3		222	25	13		13	0	2		3	1	354	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	1.74	0.26		1.00	1.32	0.68		0.87	0.00	0.13		0.75	0.25	1.00	
Final Sat.:	1450	2522	378		1450	1908	992		1257	0	193		1088	363	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.01		0.15	0.01	0.01		0.01	0.00	0.01		0.00	0.00	0.24	
Crit Volume:		12				222					15				354	
Crit Moves:		****				****					****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #105 Lonetree Bl & Adams Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	22	601	18	17	1391	8	9	1	24	17	1	15
Growth Adj:	1.00	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	601	18	17	1391	8	9	1	24	17	1	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	601	18	17	1391	8	9	1	24	17	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	601	18	17	1391	8	9	1	24	17	1	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	601	18	17	1391	8	9	1	24	17	1	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.99	0.01	0.90	0.10	1.00	0.52	0.03	0.45
Final Sat.:	1450	2816	84	1450	2883	17	1305	145	1450	747	44	659
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.48	0.48	0.01	0.01	0.02	0.02	0.02	0.02
Crit Volume:	22					700			24		33	
Crit Moves:	****					****			****		****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #106 Lonetree Bl & Atherton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	34	436	0	0	703	6	38	0	331	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:	34	436	0	0	703	6	38	0	331	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:	34	436	0	0	703	6	38	0	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	436	0	0	703	6	38	0	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	436	0	0	703	6	38	0	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	2975	25	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.00	0.24	0.24	0.03	0.00	0.22	0.00	0.00	0.00
Crit Volume:	34					355			331	0		
Crit Moves:	****					****			****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #107 Lonetree Bl & Grand Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	149	723	24	5	1477	7	16	1	44	9	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	723	24	5	1477	7	16	1	44	9	1	4
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:	149	723	24	5	1477	7	16	1	44	9	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	723	24	5	1477	7	16	1	44	9	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	723	24	5	1477	7	16	1	44	9	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.99	0.01	0.94	0.06	1.00	0.64	0.07	0.29
Final Sat.:	1450	2807	93	1450	2886	14	1365	85	1450	932	104	414
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.00	0.51	0.51	0.01	0.01	0.03	0.01	0.01	0.01
Crit Volume:	149				742				44			14
Crit Moves:	****				****				****			****

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #108 Lonetree Bl & Redwood Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	107	615	30	25	1346	52	30	2	67	29	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	615	30	25	1346	52	30	2	67	29	5	9
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:	107	615	30	25	1346	52	30	2	67	29	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	615	30	25	1346	52	30	2	67	29	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	615	30	25	1346	52	30	2	67	29	5	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.91	0.09	1.00	1.93	0.07	0.94	0.06	1.00	0.67	0.12	0.21
Final Sat.:	1450	2765	135	1450	2792	108	1359	91	1450	978	169	303
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.02	0.48	0.48	0.02	0.02	0.05	0.03	0.03	0.03
Crit Volume:	107					699			67		43	
Crit Moves:	****					****			****		****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #109 Lonetree Bl & West Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	7	411	144	9	1028	1	1	0	4	230	1	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	411	144	9	1028	1	1	0	4	230	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	411	144	9	1028	1	1	0	4	230	1	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	411	144	9	1028	1	1	0	4	230	1	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	411	144	9	1028	1	1	0	4	230	1	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.10	0.01	0.35	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:	7				514				4	230		
Crit Moves:	****				****				****	****		

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Existing Plus Project Conditions

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

Intersection #110 Park Dr & Blaydon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	2	5	84	6	320	216	588	11	14	619	64
Growth Adj:	1.00	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	2	5	84	6	320	216	588	11	14	619	64
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	2	5	84	6	320	216	588	11	14	619	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	5	84	6	320	216	588	11	14	619	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	5	84	6	320	216	588	11	14	619	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.22	0.56	0.20	0.01	0.79	1.00	1.96	0.04	1.00	1.81	0.19
Final Sat.:	333	333	833	307	22	1171	1500	2945	55	1500	2719	281
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.27	0.27	0.27	0.14	0.20	0.20	0.01	0.23	0.23
Crit Volume:	2					410	216				342	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #111 Park Dr & Quarry Way

Cycle (sec):	100				Critical Vol./Cap.(X):				0.578						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	54				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
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	0	1! 0 0
Volume Module:															
Base Vol:	78	1144		6	17	1339		46	46		4	29	10	0	8
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1144		6	17	1339		46	46		4	29	10	0	8
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1144		6	17	1339		46	46		4	29	10	0	8
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0	0
Reduced Vol:	78	1144		6	17	1339		46	46		4	29	10	0	8
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1144		6	17	1339		46	46		4	29	10	0	8
Saturation Flow Module:															
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450	1450	1450
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	1.99		0.01	1.00	1.93		0.07	0.92		0.08	1.00	0.56	0.00	0.44
Final Sat.:	1450	2885		15	1450	2804		96	1334		116	1450	806	0	644
Capacity Analysis Module:															
Vol/Sat:	0.05	0.40		0.40	0.01	0.48		0.48	0.03		0.03	0.02	0.01	0.00	0.01
Crit Volume:	78				693				50						18
Crit Moves:	****				****				****						****

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #112 Park Dr & Farrier Rd

Cycle (sec):	100				Critical Vol./Cap.(X):				0.673						
Loss Time (sec):	0				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:	Protected				Permitted				Protected				Protected		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0 0 0
Volume Module:															
Base Vol:	221	798		0	0	1032		72	41		0	237	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:	221	798		0	0	1032		72	41		0	237	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:	221	798		0	0	1032		72	41		0	237	0	0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0	0
Reduced Vol:	221	798		0	0	1032		72	41		0	237	0	0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	798		0	0	1032		72	41		0	237	0	0	0
Saturation Flow Module:															
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500	1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	1.87		0.13	1.00		0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000		0	0	2804		196	1500		0	1500	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.15	0.27		0.00	0.00	0.37		0.37	0.03		0.00	0.16	0.00	0.00	0.00
Crit Volume:	221							552				237	0		
Crit Moves:	****							****				****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #113 Park Dr & King Pine Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	24	1191		17	27	1373		7	7		1	9	15		0	16
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	24	1191		17	27	1373		7	7		1	9	15		0	16
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	24	1191		17	27	1373		7	7		1	9	15		0	16
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	24	1191		17	27	1373		7	7		1	9	15		0	16
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	24	1191		17	27	1373		7	7		1	9	15		0	16
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.97		0.03	1.00	1.99		0.01	0.88		0.12	1.00	1.00		0.00	1.00
Final Sat.:	1500	2958		42	1500	2985		15	1313		188	1500	1500		0	1500
Capacity Analysis Module:																
Vol/Sat:	0.02	0.40		0.40	0.02	0.46		0.46	0.01		0.01	0.01	0.01		0.00	0.01
Crit Volume:	24							690				9	15			
Crit Moves:	****							****				****	****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #114 Park Dr & Shelton

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	71	1101		14	6	1156		3	8		0	46	11		4	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	71	1101		14	6	1156		3	8		0	46	11		4	1
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:	71	1101		14	6	1156		3	8		0	46	11		4	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	71	1101		14	6	1156		3	8		0	46	11		4	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	71	1101		14	6	1156		3	8		0	46	11		4	1
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
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	2.96		0.04	1.00	2.99		0.01	1.00		0.00	1.00	1.00		1.00	1.00
Final Sat.:	1450	4295		55	1450	4339		11	1450		0	1450	1450		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26		0.26	0.00	0.27		0.27	0.01		0.00	0.03	0.01		0.00	0.00
Crit Volume:	71							386				46	11			
Crit Moves:	****							****				****	****			

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #115 Park Dr & Victory Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	37	949	6	91	1058	32	91	5	12	26	14	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	949	6	91	1058	32	91	5	12	26	14	127
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:	37	949	6	91	1058	32	91	5	12	26	14	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	949	6	91	1058	32	91	5	12	26	14	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	949	6	91	1058	32	91	5	12	26	14	127
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.98	0.02	1.00	2.91	0.09	0.95	0.05	1.00	0.65	0.35	1.00
Final Sat.:	1450	4323	27	1450	4222	128	1374	76	1450	943	508	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.06	0.25	0.25	0.07	0.07	0.01	0.03	0.03	0.09
Crit Volume:			318		91			96				127
Crit Moves:			****		****			****				****

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #116 Park Dr & Wykford Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	285	334	775	0	0	921	62
Growth Adj:	1.00	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	38	0	285	334	775	0	0	921	62
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	38	0	285	334	775	0	0	921	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	0	285	334	775	0	0	921	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	38	0	285	334	775	0	0	921	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.19	0.11	0.26	0.00	0.00	0.31	0.04
Crit Volume:	0					285	167				461	
Crit Moves:						****	****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #117 Park Dr & Twin Oaks/ Boardwalk

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	66	806	21	25	979	32	65	2	59	77	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	806	21	25	979	32	65	2	59	77	0	2
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:	66	806	21	25	979	32	65	2	59	77	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	806	21	25	979	32	65	2	59	77	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	806	21	25	979	32	65	2	59	77	0	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.95	0.05	1.00	1.94	0.06	0.52	0.01	0.47	1.00	0.00	1.00
Final Sat.:	1450	2826	74	1450	2808	92	748	23	679	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.02	0.35	0.35	0.09	0.09	0.09	0.05	0.00	0.00
Crit Volume:	66			506			126			77		
Crit Moves:	****			****			****			****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #118 Park Dr & Safeway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 1	1 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	1142	105	71	1316	113	0	0	70	0	0	195
Growth Adj:	1.00	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	1142	105	71	1316	113	0	0	70	0	0	195
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	1142	105	71	1316	113	0	0	70	0	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1142	105	71	1316	113	0	0	70	0	0	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1142	105	71	1316	113	0	0	70	0	0	195
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	1.84	0.16	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	2656	244	1450	2671	229	0	0	1450	0	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.05	0.49	0.49	0.00	0.00	0.05	0.00	0.00	0.13
Crit Volume:	0					715	0					195
Crit Moves:	****					****	****					****

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #119 South Whitney & Five Star Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	6	361	57	176	260	7	38	12	5	45	21	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	361	57	176	260	7	38	12	5	45	21	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	361	57	176	260	7	38	12	5	45	21	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	361	57	176	260	7	38	12	5	45	21	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	361	57	176	260	7	38	12	5	45	21	316
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.73	0.27	1.00	1.95	0.05	1.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1450	2505	395	1450	2824	76	1450	1024	426	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.12	0.09	0.09	0.03	0.01	0.01	0.03	0.01	0.22
Crit Volume:		209		176			38					316
Crit Moves:		****		****			****					****

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #120 Spring Creek Dr & Broken Rail Ln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.034
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	1 0	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	33	3	3	32	0	5	0	10	1	0	3
Growth Adj:	1.00	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	33	3	3	32	0	5	0	10	1	0	3
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	33	3	3	32	0	5	0	10	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	3	3	32	0	5	0	10	1	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	33	3	3	32	0	5	0	10	1	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.92	0.08	0.09	0.91	0.00	0.33	0.00	0.67	0.25	0.00	0.75
Final Sat.:	0	1467	133	137	1463	0	533	0	1067	400	0	1200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Crit Volume:			36	3					15	1		
Crit Moves:			****	****					****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #121 Stanford Ranch Rd & Cobblestone Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	51	854	35	25	1012	89	70	7	110	5	12	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:	51	854	35	25	1012	89	70	7	110	5	12	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:	51	854	35	25	1012	89	70	7	110	5	12	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	854	35	25	1012	89	70	7	110	5	12	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
FinalVolume:	51	854	35	25	1012	89	70	7	110	5	12	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.84	0.16	0.37	0.04	0.59	0.18	0.43	0.39
Final Sat.:	1500	2882	118	1500	2757	243	561	56	882	268	643	589
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.02	0.37	0.37	0.12	0.12	0.12	0.02	0.02	0.02
Crit Volume:	51					551		187		5		
Crit Moves:	****					****		****		****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #122 Stanford Ranch Rd & Darby Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	73	4	29	47	7	33	42	693	100	39	729	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	4	29	47	7	33	42	693	100	39	729	62
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:	73	4	29	47	7	33	42	693	100	39	729	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	4	29	47	7	33	42	693	100	39	729	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	4	29	47	7	33	42	693	100	39	729	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.95	0.05	1.00	0.54	0.08	0.38	1.00	1.75	0.25	1.00	1.84	0.16
Final Sat.:	1375	75	1450	783	117	550	1450	2534	366	1450	2673	227
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.06	0.06	0.06	0.03	0.27	0.27	0.03	0.27	0.27
Crit Volume:		77				87	42				396	
Crit Moves:		****				****	****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #123 Stanford Ranch Rd & Park Dr

Cycle (sec):	100			Critical Vol./Cap.(X):			0.733						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	85			Level Of Service:			C						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:													
Base Vol:	217	491	191	425	596	243	237	445	179	281	549	311	
Growth Adj:	1.00	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	491	191	425	596	243	237	445	179	281	549	311	
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:	217	491	191	425	596	243	237	445	179	281	549	311	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	217	491	191	425	596	243	237	445	179	281	549	311	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	217	491	191	425	596	243	237	445	179	281	549	311	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
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	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1450	2900	1450	2900	2900	1450	1450	2900	1450	1450	2900	1450	
Capacity Analysis Module:													
Vol/Sat:	0.15	0.17	0.13	0.15	0.21	0.17	0.16	0.15	0.12	0.19	0.19	0.21	
Crit Volume:	217				298		237					311	
Crit Moves:	****				****		****					****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #124 Stanford Ranch Rd & Plaza

Cycle (sec):	100			Critical Vol./Cap.(X):			0.609						
Loss Time (sec):	0			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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:													
Base Vol:	95	1176	49	25	1655	3	79	1	160	74	1	38	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	95	1176	49	25	1655	3	79	1	160	74	1	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	95	1176	49	25	1655	3	79	1	160	74	1	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	95	1176	49	25	1655	3	79	1	160	74	1	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	95	1176	49	25	1655	3	79	1	160	74	1	38	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
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	2.88	0.12	1.00	2.99	0.01	1.97	0.03	1.00	0.99	0.01	1.00	
Final Sat.:	1450	4176	174	1450	4342	8	2864	36	1450	1431	19	1450	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.28	0.28	0.02	0.38	0.38	0.03	0.03	0.11	0.05	0.05	0.03	
Crit Volume:	95				553				160		75		
Crit Moves:	****				****				****		****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #125 Stanford Ranch Rd & Stoney Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 0 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	92	876	112		12	1127	13		7	17	49		66	11	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	876	112		12	1127	13		7	17	49		66	11	2	
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:	92	876	112		12	1127	13		7	17	49		66	11	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	876	112		12	1127	13		7	17	49		66	11	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	876	112		12	1127	13		7	17	49		66	11	2	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.77	0.23		1.00	1.98	0.02		0.10	0.23	0.67		0.84	0.14	0.02	
Final Sat.:	1500	2660	340		1500	2966	34		144	349	1007		1253	209	38	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.33	0.33		0.01	0.38	0.38		0.05	0.05	0.05		0.05	0.05	0.05	
Crit Volume:	92					570				73				66		
Crit Moves:	****					****				****				****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #126 Stanford Ranch Rd & Victory Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 0	0	0	1	0 1	0	1	1	0 3	0	0	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		375	0	340		212	927	0		0	896	262	
Growth Adj:	1.00	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		375	0	340		212	927	0		0	896	262	
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		375	0	340		212	927	0		0	896	262	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		375	0	340		212	927	0		0	896	262	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		375	0	340		212	927	0		0	896	262	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	1.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1500	1500	1500		1500	4500	0		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.23		0.14	0.21	0.00		0.00	0.20	0.17	
Crit Volume:		0				375				212				299		
Crit Moves:						****				****				****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #127 Stanford Ranch Rd & West Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	512	150	161	393	58	155	553	9	64	561	201
Growth Adj:	1.00	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	512	150	161	393	58	155	553	9	64	561	201
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	512	150	161	393	58	155	553	9	64	561	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	512	150	161	393	58	155	553	9	64	561	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	512	150	161	393	58	155	553	9	64	561	201
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.11	0.14	0.04	0.11	0.13	0.01	0.04	0.13	0.14
Crit Volume:		256		161			155					201
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #128 Sunset Bl & Atherton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	207	36	83	137	15	234	161	377	26	26	863	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	36	83	137	15	234	161	377	26	26	863	160
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:	207	36	83	137	15	234	161	377	26	26	863	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	36	83	137	15	234	161	377	26	26	863	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	36	83	137	15	234	161	377	26	26	863	160
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.70	0.30	1.00	1.00	0.06	0.94	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2470	430	1450	1450	87	1363	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.06	0.09	0.17	0.17	0.11	0.09	0.02	0.02	0.20	0.11
Crit Volume:	122					249	161				288	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #129 Sunset Bl & Blue Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	1	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	356	36	212	29	20	4	27	1210	534	439	1099	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	36	212	29	20	4	27	1210	534	439	1099	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	356	36	212	29	20	4	27	1210	0	439	1099	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	36	212	29	20	4	27	1210	0	439	1099	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	356	36	212	29	20	4	27	1210	0	439	1099	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.82	0.18	1.00	1.00	0.83	0.17	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2634	266	1450	1450	1208	242	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.15	0.02	0.02	0.02	0.02	0.28	0.00	0.30	0.25	0.04
Crit Volume:			212	29				403		439		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #130 Sunset Bl & Fairway Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0	1!	0	1	0	2
Volume Module:												
Base Vol:	119	24	143	11	16	25	54	1039	106	156	1163	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:	119	24	143	11	16	25	54	1039	106	156	1163	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:	119	24	143	11	16	25	54	1039	106	156	1163	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	24	143	11	16	25	54	1039	106	156	1163	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
FinalVolume:	119	24	143	11	16	25	54	1039	106	156	1163	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.21	0.31	0.48	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1500	1500	1500	317	462	721	1500	3000	1500	1500	2972	28
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.10	0.03	0.03	0.03	0.04	0.35	0.07	0.10	0.39	0.39
Crit Volume:	119				52			520		156		
Crit Moves:	****				****			****		****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #131 Sunset Bl & Little Rock

Cycle (sec):	100			Critical Vol./Cap.(X):			0.441									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	41			Level Of Service:			A									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	2	1	0	
Volume Module:																
Base Vol:	32	0	25	14	1	28	87	1434	33	75	1271	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:	32	0	25	14	1	28	87	1434	33	75	1271	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:	32	0	25	14	1	28	87	1434	33	75	1271	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	32	0	25	14	1	28	87	1434	33	75	1271	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				
FinalVolume:	32	0	25	14	1	28	87	1434	33	75	1271	11				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
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	0.00	1.00	0.33	0.02	0.65	1.00	2.93	0.07	1.00	2.97	0.03				
Final Sat.:	1450	0	1450	472	34	944	1450	4252	98	1450	4313	37				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.06	0.34	0.34	0.05	0.29	0.29				
Crit Volume:	32			43			489		75							
Crit Moves:	****			****			****		****							

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #132 Sunset Bl & Park Dr

Cycle (sec):	100			Critical Vol./Cap.(X):			0.740									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	88			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			Ignore			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	557	654	114	363	744	168	387	969	309	447	863	148				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	557	654	114	363	744	168	387	969	309	447	863	148				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	557	654	114	363	744	168	387	969	0	447	863	148				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	557	654	114	363	744	168	387	969	0	447	863	148				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	557	654	114	363	744	168	387	969	0	447	863	148				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
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	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.15	0.08	0.13	0.17	0.12	0.13	0.22	0.00	0.15	0.20	0.10				
Crit Volume:	279			248			323			224						
Crit Moves:	****			****			****			****						

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #133 Sunset Bl & Pebble Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	26	12	13	23	5	109	166	1303	31	38	1163	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	12	13	23	5	109	166	1303	31	38	1163	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	12	13	23	5	109	166	1303	31	38	1163	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	12	13	23	5	109	166	1303	31	38	1163	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	12	13	23	5	109	166	1303	31	38	1163	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.24	0.25	0.17	0.04	0.79	1.00	2.93	0.07	1.00	2.94	0.06
Final Sat.:	765	353	382	252	55	1193	1500	4395	105	1500	4405	95
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.09	0.09	0.09	0.11	0.30	0.30	0.03	0.26	0.26
Crit Volume:	26					137	166				396	
Crit Moves:	****					****	****				****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #134 Sunset Bl & Stanford Ranch Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	327	774	151	291	961	144	74	794	461	217	818	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	774	151	291	961	144	74	794	461	217	818	253
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:	327	774	151	291	961	144	74	794	461	217	818	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	774	151	291	961	144	74	794	461	217	818	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	774	151	291	961	144	74	794	461	217	818	253
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.10	0.22	0.10	0.03	0.18	0.32	0.15	0.19	0.17
Crit Volume:	164					320			461	217		
Crit Moves:	****					****			****	****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #135 Sunset Bl & West Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	0	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	46	117	101	877	123	40	42	751	6	160	822	496
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	117	101	877	123	40	42	751	6	160	822	496
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	117	101	877	123	40	42	751	0	160	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	117	101	877	123	40	42	751	0	160	822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	117	101	877	123	40	42	751	0	160	822	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.07	0.60	0.04	0.03	0.03	0.17	0.00	0.11	0.19	0.00
Crit Volume:			101	877				250		160		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #136 W Stanford Ranch Rd & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	87	522	220	156	179	205	341	322	80	306	563	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	522	220	156	179	205	341	322	80	306	563	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	522	220	156	179	205	341	322	80	306	563	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	522	220	156	179	205	341	322	80	306	563	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	522	220	156	179	205	341	322	80	306	563	261
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.15	0.05	0.06	0.14	0.24	0.11	0.06	0.11	0.19	0.18
Crit Volume:			220	78			341				282	
Crit Moves:			****	****			****				****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	0 2	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	8	149	0	408	47	742	505	307	7	1	182	427
Growth Adj:	1.00	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	149	0	408	47	742	505	307	7	1	182	427
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	149	0	408	47	742	505	307	7	1	182	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	149	0	408	47	742	505	307	7	1	182	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	149	0	408	47	742	505	307	7	1	182	427
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	1450	2900	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.14	0.03	0.26	0.17	0.11	0.00	0.00	0.04	0.29
Crit Volume:	8					371	253					427
Crit Moves:	****					****	****					****

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Existing Plus Project Conditions

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

Intersection #138 Whitney Ranch Pkwy & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	70	2	72	4	0	7	7	404	55	75	305	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2	72	4	0	7	7	404	55	75	305	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2	72	4	0	7	7	404	55	75	305	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2	72	4	0	7	7	404	55	75	305	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2	72	4	0	7	7	404	55	75	305	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.01	0.50	0.36	0.00	0.64	1.00	1.76	0.24	1.00	1.92	0.08
Final Sat.:	729	21	750	545	0	955	1500	2641	359	1500	2886	114
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.00	0.01	0.00	0.15	0.15	0.05	0.11	0.11
Crit Volume:		144			4				230	75		
Crit Moves:		****			****				****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #139 Whitney Ranch Pkwy & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	0	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	31	0	21		0	0	7		2	433	44		24	353	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:	31	0	21		0	0	7		2	433	44		24	353	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:	31	0	21		0	0	7		2	433	44		24	353	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	0	21		0	0	7		2	433	44		24	353	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	0	21		0	0	7		2	433	44		24	353	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	0.00	1.00		0.00	0.00	1.00		1.00	1.82	0.18		1.00	2.00	0.00	
Final Sat.:	1450	0	1450		0	0	1450		1450	2632	268		1450	2900	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.01		0.00	0.00	0.00		0.00	0.16	0.16		0.02	0.12	0.00	
Crit Volume:	31						7				239		24			
Crit Moves:	****						****				****	****				

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #140 Whitney Ranch Pkwy & Spring Creek Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.191
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	13	2	2		5	2	29		27	458	16		1	373	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	2	2		5	2	29		27	458	16		1	373	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	2	2		5	2	29		27	458	16		1	373	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	2	2		5	2	29		27	458	16		1	373	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	2	2		5	2	29		27	458	16		1	373	6	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.76	0.12	0.12		0.14	0.06	0.80		1.00	1.93	0.07		1.00	1.97	0.03	
Final Sat.:	1147	176	176		208	83	1208		1500	2899	101		1500	2953	47	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.02	0.02		0.02	0.16	0.16		0.00	0.13	0.13	
Crit Volume:	13						36				237		1			
Crit Moves:	****						****				****	****				

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #141 Wildcat Bl & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	1	850	148		35	1019	0		1	23	2		149	5	23	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	850	148		35	1019	0		1	23	2		149	5	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	850	148		35	1019	0		1	23	2		149	5	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	850	148		35	1019	0		1	23	2		149	5	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	850	148		35	1019	0		1	23	2		149	5	23	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	1.70	0.30		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.18	0.82	
Final Sat.:	1450	2470	430		1450	2900	0		1450	1450	1450		1450	259	1191	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.02	0.35	0.00		0.00	0.02	0.00		0.10	0.02	0.02	
Crit Volume:			499		35					23			149			
Crit Moves:			****	****						****			****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	259	238	50		158	385	288		271	313	201		49	198	176	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	259	238	50		158	385	288		271	313	201		49	198	176	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	259	238	50		158	385	288		271	313	201		49	198	176	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	238	50		158	385	288		271	313	201		49	198	176	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	259	238	50		158	385	288		271	313	201		49	198	176	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		2900	4350	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.08	0.03		0.11	0.13	0.20		0.09	0.07	0.14		0.02	0.07	0.12	
Crit Volume:	259						288		136						176	
Crit Moves:	****						****	****							****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #143 Wildcat Bl & S High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	58	315	358		72	432	12		14	6	34		447	9	116	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	315	358		72	432	12		14	6	34		447	9	116	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	315	358		72	432	12		14	6	34		447	9	116	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	315	358		72	432	12		14	6	34		447	9	116	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	315	358		72	432	12		14	6	34		447	9	116	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.25		0.05	0.15	0.01		0.01	0.00	0.02		0.31	0.01	0.08	
Crit Volume:			358			72					34		447			
Crit Moves:			****			****					****		****			

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

Intersection #144 Wildcat Bl & N High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.176
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	314	1		10	422	0		0	0	0		53	0	7	
Growth Adj:	1.00	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	314	1		10	422	0		0	0	0		53	0	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	314	1		10	422	0		0	0	0		53	0	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	314	1		10	422	0		0	0	0		53	0	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	314	1		10	422	0		0	0	0		53	0	7	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3000	1500		1500	3000	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.01	0.14	0.00		0.00	0.00	0.00		0.04	0.00	0.00	
Crit Volume:	0					211					0		53			
Crit Moves:	****					****							****			

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #145 Wildcat Bl & Ranch View Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	6	429	69	17	401	31	102	3	5	38	1	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	429	69	17	401	31	102	3	5	38	1	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	429	69	17	401	31	102	3	5	38	1	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	429	69	17	401	31	102	3	5	38	1	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	429	69	17	401	31	102	3	5	38	1	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.72	0.28	1.00	1.86	0.14	1.00	0.38	0.62	1.00	0.08	0.92
Final Sat.:	1450	2498	402	1450	2692	208	1450	544	906	1450	112	1338
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.01	0.15	0.15	0.07	0.01	0.01	0.03	0.01	0.01
Crit Volume:		249			17			102			13	
Crit Moves:		****			****			****			****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #152 Stanford Ranch Rd & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	737	342	431	789	0	0	0	0	325	0	305
Growth Adj:	1.00	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	737	342	431	789	0	0	0	0	325	0	305
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	737	342	431	789	0	0	0	0	325	0	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	737	342	431	789	0	0	0	0	325	0	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	737	342	431	789	0	0	0	0	325	0	305
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.37	0.63	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2049	951	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.29	0.26	0.00	0.00	0.00	0.00	0.22	0.00	0.20
Crit Volume:		540		431				0		325		
Crit Moves:				****	****					****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #153 Whitney Blvd & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	0	0	0	0	1	0	1	0	0	1	0
Volume Module:																
Base Vol:	306	0	74		0	0	0		0	368	405		96	324	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:	306	0	74		0	0	0		0	368	405		96	324	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:	306	0	74		0	0	0		0	368	405		96	324	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	306	0	74		0	0	0		0	368	405		96	324	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	306	0	74		0	0	0		0	368	405		96	324	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.81	0.00	0.19		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1208	0	292		0	0	0		0	1500	1500		1500	1500	0	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.25	0.27		0.06	0.22	0.00	
Crit Volume:			380				0				405			324		
Crit Moves:			****								****			****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #154 Park Dr & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0
Volume Module:																
Base Vol:	200	0	225		0	0	0		0	169	134		115	110	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	200	0	225		0	0	0		0	169	134		115	110	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
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:	200	0	225		0	0	0		0	169	134		115	110	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	0	225		0	0	0		0	169	134		115	110	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	200	0	225		0	0	0		0	169	134		115	110	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.12	0.88		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	1673	1327		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.15		0.00	0.00	0.00		0.00	0.10	0.10		0.08	0.04	0.00	
Crit Volume:			225				0				152			115		
Crit Moves:			****								****			****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #161 Granite Dr & Dominguez Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	119	447	64	68	632	36	61	276	239	216	121	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	447	64	68	632	36	61	276	239	216	121	89
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:	119	447	64	68	632	36	61	276	239	216	121	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	447	64	68	632	36	61	276	239	216	121	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	447	64	68	632	36	61	276	239	216	121	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.75	0.25	1.00	1.89	0.11	1.00	0.54	0.46	1.00	0.58	0.42
Final Sat.:	1450	2537	363	1450	2744	156	1450	777	673	1450	835	615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.05	0.23	0.23	0.04	0.36	0.36	0.15	0.14	0.14
Crit Volume:	119				334				515	216		
Crit Moves:	****				****				****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #162 Sierra College Bl & Dominguez Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	195	871	29	54	625	77	387	36	403	34	34	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	871	29	54	625	77	387	36	403	34	34	79
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:	195	871	29	54	625	77	387	36	403	34	34	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	871	29	54	625	77	387	36	403	34	34	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	871	29	54	625	77	387	36	403	34	34	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.90	0.10	1.00	2.67	0.33	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1450	4210	140	1450	3873	477	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.04	0.16	0.16	0.13	0.02	0.28	0.01	0.02	0.05
Crit Volume:	195					234			403	17		
Crit Moves:	****					****			****	****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #163 Park Dr & Valley View Pkwy

Cycle (sec):	100				Critical Vol./Cap.(X):				0.516						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	47				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:	Ignore				Include				Include				Ignore		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0 0 1
Volume Module:															
Base Vol:	0	124	439		479	95	0		0	0	0		233	0	252
Growth Adj:	1.00	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	124	439		479	95	0		0	0	0		233	0	252
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00
PHF Volume:	0	124	0		479	95	0		0	0	0		233	0	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	124	0		479	95	0		0	0	0		233	0	0
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00
FinalVolume:	0	124	0		479	95	0		0	0	0		233	0	0
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00
Final Sat.:	0	3000	1500		1500	3000	0		0	0	0		1500	0	1500
Capacity Analysis Module:															
Vol/Sat:	0.00	0.04	0.00		0.32	0.03	0.00		0.00	0.00	0.00		0.16	0.00	0.00
Crit Volume:		62				479					0			233	
Crit Moves:		****				****								****	

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #164 Nature Trail Wy & Valley View Pkwy

Cycle (sec):	100				Critical Vol./Cap.(X):				0.621						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	60				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				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0	0	0 1	0	0	0	0 1	1	0	1	0 1	1	0	1 0 0
Volume Module:															
Base Vol:	14	0	5		0	0	6		15	869	35		12	464	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:	14	0	5		0	0	6		15	869	35		12	464	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:	14	0	5		0	0	6		15	869	35		12	464	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	14	0	5		0	0	6		15	869	35		12	464	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	14	0	5		0	0	6		15	869	35		12	464	0
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450
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	0.00	1.00		0.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00
Final Sat.:	1450	0	1450		0	0	1450		1450	1450	1450		1450	1450	0
Capacity Analysis Module:															
Vol/Sat:	0.01	0.00	0.00		0.00	0.00	0.00		0.01	0.60	0.02		0.01	0.32	0.00
Crit Volume:	14						6			869			12		
Crit Moves:	****						****			****			****		

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #165 Sierra College Bl & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0	0	0	0 2	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	233	546	0		0	268	272		367	0	500		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:	233	546	0		0	268	272		367	0	500		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	233	546	0		0	268	272		367	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	233	546	0		0	268	272		367	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	233	546	0		0	268	272		367	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	3000	0		0	3000	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.18	0.00		0.00	0.09	0.18		0.12	0.00	0.00		0.00	0.00	0.00	
Crit Volume:	116						272		184						0	
Crit Moves:	****						****		****							

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #166 University Ave & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0	1	2	0 2	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	79	36	54		160	29	299		154	441	29		26	1017	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	79	36	54		160	29	299		154	441	29		26	1017	69	
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:	79	36	54		160	29	0		154	441	29		26	1017	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	36	54		160	29	0		154	441	29		26	1017	69	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	36	54		160	29	0		154	441	29		26	1017	69	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	2900	1450		2900	2900	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.04		0.06	0.01	0.00		0.05	0.10	0.02		0.01	0.23	0.05	
Crit Volume:			54		80				77					339		
Crit Moves:			****		****				****					****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #167 West Oaks Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 2	0	1	1	0 2	0	0
Volume Module:																
Base Vol:	36	0	546		0	0	0		0	429	25		423	341	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:	36	0	546		0	0	0		0	429	25		423	341	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:	36	0	546		0	0	0		0	429	25		423	341	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	0	546		0	0	0		0	429	25		423	341	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	0	546		0	0	0		0	429	25		423	341	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.36		0.00	0.00	0.00		0.00	0.14	0.02		0.28	0.11	0.00	
Crit Volume:			546			0				214				0		
Crit Moves:			****							****				****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #168 West Oaks Bl & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	111	606	0		0	454	0		0	0	60		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	606	0		0	454	0		0	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	606	0		0	454	0		0	0	60		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	606	0		0	454	0		0	0	60		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	606	0		0	454	0		0	0	60		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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.:	1500	3000	1500		1500	3000	1500		1500	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.00		0.00	0.15	0.00		0.00	0.00	0.04		0.00	0.00	0.00	
Crit Volume:	111					227					60		0			
Crit Moves:	****					****					****					

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #169 Laredo Dr & Whitney Ranch Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 2
Volume Module:												
Base Vol:	76	17	33	133	21	541	498	353	124	26	145	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:	76	17	33	133	21	541	498	353	124	26	145	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:	76	17	33	133	21	541	498	353	124	26	145	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	17	33	133	21	541	498	353	124	26	145	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
FinalVolume:	76	17	33	133	21	541	498	353	124	26	145	96
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	2900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.02	0.09	0.01	0.37	0.34	0.12	0.09	0.02	0.05	0.03
Crit Volume:	76					541	498				73	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #170 Rocklin Rd & Civic Centr Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	4	0	84	0	0	0	0	1416	6	48	754	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:	4	0	84	0	0	0	0	1416	6	48	754	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:	4	0	84	0	0	0	0	1416	6	48	754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	84	0	0	0	0	1416	6	48	754	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	84	0	0	0	0	1416	6	48	754	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.47	0.00	0.03	0.25	0.00
Crit Volume:			84	0				708		48		
Crit Moves:			****					****		****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #171 Pacific St & Civic Center Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1447	52	0	933	0	0	0	0	56	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1447	52	0	933	0	0	0	0	56	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1447	52	0	933	0	0	0	0	56	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1447	52	0	933	0	0	0	0	56	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1447	52	0	933	0	0	0	0	56	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.03	0.00	0.31	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:		724			0			0		56		
Crit Moves:		****			****					****		

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #201 Rocklin Rd & I-80 EB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 6 Average Delay (sec/veh): 31.8
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1!	0 1	0	0 0	0 0	1	0 2	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	683	0	398	0	0	0	592	956	0	3	763	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	683	0	398	0	0	0	592	956	0	3	763	149
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:	683	0	398	0	0	0	592	956	0	3	763	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	683	0	398	0	0	0	592	956	0	3	763	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	683	0	398	0	0	0	592	956	0	3	763	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	0.95	0.95	1.00	0.93	0.93	0.93
Lanes:	1.63	0.00	1.37	0.00	0.00	0.00	1.00	2.00	0.00	0.01	1.67	0.32
Final Sat.:	2839	0	2380	0	0	0	1805	3610	0	12	2938	574
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.17	0.00	0.00	0.00	0.33	0.26	0.00	0.26	0.26	0.26
Crit Moves:	****						****				****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.37	0.67	0.00	0.30	0.30	0.30
Volume/Cap:	0.89	0.00	0.62	0.00	0.00	0.00	0.90	0.39	0.00	0.85	0.85	0.85
Delay/Veh:	44.1	0.0	32.8	0.0	0.0	0.0	44.6	7.5	0.0	39.3	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	0.0	32.8	0.0	0.0	0.0	44.6	7.5	0.0	39.3	39.3	39.3
LOS by Move:	D	A	C	A	A	A	D	A	A	D	D	D
HCM2kAvgQ:	16	0	9	0	0	0	21	7	0	17	17	17

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #202 Rocklin Rd & I-80 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	6	Average Delay (sec/veh):	23.7
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	88	1	369	0	1451	1047	247	1148	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	88	1	369	0	1451	1047	247	1148	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	88	1	369	0	1451	0	247	1148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	1	369	0	1451	0	247	1148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	88	1	369	0	1451	0	247	1148	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	1.00	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	4	1611	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.23	0.23	0.00	0.40	0.00	0.14	0.32	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.49	0.00	0.17	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.19	0.82	0.82	0.00	0.82	0.00	0.82	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	44.6	44.6	0.0	24.7	0.0	55.9	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.6	44.6	44.6	0.0	24.7	0.0	55.9	8.7	0.0
LOS by Move:	A	A	A	C	D	D	A	C	A	E	A	A
HCM2kAvgQ:	0	0	0	2	13	13	0	22	0	10	9	0

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #203 Sierra College Bl & I-80 WB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	9	Average Delay (sec/veh):	26.8
Optimal Cycle:	40	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	0	3	0	1	1	0
Volume Module:												
Base Vol:	135	580	272	0	1160	40	94	0	255	276	38	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	580	272	0	1160	40	94	0	255	276	38	228
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:	135	580	272	0	1160	40	94	0	255	276	38	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	580	272	0	1160	40	94	0	255	276	38	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	580	272	0	1160	40	94	0	255	276	38	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	1.00	0.91	0.85	0.95	1.00	0.85	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.29	1.71
Final Sat.:	1805	5187	1615	0	5187	1615	1805	0	1615	3502	473	2837
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.17	0.00	0.22	0.02	0.05	0.00	0.16	0.08	0.08	0.08
Crit Moves:	****				****				****		****	
Green/Cycle:	0.13	0.51	0.51	0.00	0.38	0.38	0.27	0.00	0.27	0.14	0.14	0.14
Volume/Cap:	0.59	0.22	0.33	0.00	0.59	0.07	0.19	0.00	0.59	0.58	0.59	0.59
Delay/Veh:	45.2	13.8	14.9	0.0	25.3	19.8	28.5	0.0	34.0	42.3	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	13.8	14.9	0.0	25.3	19.8	28.5	0.0	34.0	42.3	42.6	42.6
LOS by Move:	D	B	B	A	C	B	C	A	C	D	D	D
HCM2kAvgQ:	5	4	5	0	11	1	2	0	8	5	5	5

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #204 Sierra College Bl & I-80 EB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 9 Average Delay (sec/veh): 28.4
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 2
Volume Module:												
Base Vol:	0	788	100	263	570	85	281	172	105	125	0	291
Growth Adj:	1.00	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	788	100	263	570	85	281	172	105	125	0	291
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	788	100	263	570	85	281	172	105	125	0	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	788	100	263	570	85	281	172	105	125	0	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	788	100	263	570	85	281	172	105	125	0	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.95	1.00	0.75
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	2.00
Final Sat.:	0	6916	1615	3502	3610	1615	3502	3610	1615	1805	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.06	0.08	0.16	0.05	0.08	0.05	0.07	0.07	0.00	0.10
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.28	0.28	0.18	0.46	0.46	0.20	0.22	0.22	0.23	0.00	0.25
Volume/Cap:	0.00	0.41	0.22	0.41	0.34	0.11	0.41	0.22	0.30	0.30	0.00	0.41
Delay/Veh:	0.0	29.5	28.0	36.4	17.3	15.3	35.5	32.4	33.3	32.2	0.0	31.7
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:	0.0	29.5	28.0	36.4	17.3	15.3	35.5	32.4	33.3	32.2	0.0	31.7
LOS by Move:	A	C	C	D	B	B	D	C	C	C	A	C
HCM2kAvgQ:	0	6	2	4	6	1	4	2	3	3	0	5

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #205 SR 65 & Sunset Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 12 Average Delay (sec/veh): 71.3
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	1	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	379	1703	130	203	1696	28	189	194	334	608	330	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1703	130	203	1696	28	189	194	334	608	330	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	379	1703	130	203	1696	28	189	194	0	608	330	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1703	130	203	1696	28	189	194	0	608	330	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	379	1703	130	203	1696	28	189	194	0	608	330	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.95	1.00	1.00	0.92	1.00	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	1900	1900	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.08	0.06	0.47	0.02	0.10	0.10	0.00	0.17	0.17	0.28
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.47	0.47	0.06	0.43	0.43	0.10	0.13	0.00	0.22	0.26	0.26
Volume/Cap:	1.10	1.01	0.17	1.01	1.10	0.04	1.10	0.78	0.00	0.78	0.67	1.10
Delay/Veh:	122.0	49.6	15.4	111.7	82.7	16.6	142.0	56.8	0.0	41.7	37.1	110.0
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:	122.0	49.6	15.4	111.7	82.7	16.6	142.0	56.8	0.0	41.7	37.1	110.0
LOS by Move:	F	D	B	F	F	B	F	E	A	D	D	F
HCM2kAvgQ:	12	36	2	7	41	0	11	8	0	11	10	23

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #208 Whitney Ranch Pkwy & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	0	0	0	419	0	0	0	0	0	0	0	685
Growth Adj:	1.00	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	419	0	0	0	0	0	0	0	685
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	419	0	0	0	0	0	0	0	685
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	0	0	0	0	0	0	685
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	419	0	0	0	0	0	0	0	685
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	0.92	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3686	5187	1900	3502	5187	1900	1900	1900	1900	1805	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.79
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57
Delay/Veh:	0.0	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
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:	0.0	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	0	0	0	0	0	0	9

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #209 Whitney Ranch Pkwy & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	1 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	205	0	0	0	0	419	0	0	685	709
Growth Adj:	1.00	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	205	0	0	0	0	419	0	0	685	709
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	205	0	0	0	0	419	0	0	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	205	0	0	0	0	419	0	0	685	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	205	0	0	0	0	419	0	0	685	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.81	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1900	1805	1534	0	5187	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.36	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	31.6	0.0	0.0	0.0	0.0	4.8	0.0	0.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	31.6	0.0	0.0	0.0	0.0	4.8	0.0	0.0	6.0	0.0
LOS by Move:	A	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	6	0	0	0	0	4	0	0	9	0

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #210 Blue Oaks Blvd & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 9 Average Delay (sec/veh): 25.7
Optimal Cycle: 35 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:	Ovl			Ignore			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0	2	1	0 2	0 1	0	0 4	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	209	0	641	70	368	339	0	888	217	441	763	931
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	0	641	70	368	339	0	888	217	441	763	931
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	209	0	641	70	368	0	0	888	217	441	763	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	641	70	368	0	0	888	217	441	763	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	209	0	641	70	368	0	0	888	217	441	763	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	0.95	1.00	1.00	0.91	0.85	0.92	0.95	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	3610	1900	0	6916	1615	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.04	0.10	0.00	0.00	0.13	0.13	0.13	0.21	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.00	0.54	0.12	0.20	0.00	0.00	0.25	0.47	0.24	0.49	0.00
Volume/Cap:	0.52	0.00	0.41	0.33	0.52	0.00	0.00	0.52	0.29	0.52	0.43	0.00
Delay/Veh:	35.3	0.0	13.6	41.4	36.6	0.0	0.0	32.8	16.4	33.4	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:	35.3	0.0	13.6	41.4	36.6	0.0	0.0	32.8	16.4	33.4	16.6	0.0
LOS by Move:	D	A	B	D	D	A	A	C	B	C	B	A
HCM2kAvgQ:	6	0	7	2	6	0	0	7	4	7	8	0

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #211 Blue Oaks Blvd & SR 65 NB Off

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 6 Average Delay (sec/veh): 7.4
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0	1	0	0 0	0 0	0	0 2	0 1	1	0 2 0 0
Volume Module:												
Base Vol:	58	0	384	0	0	0	0	993	272	207	2035	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:	58	0	384	0	0	0	0	993	272	207	2035	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	58	0	0	0	0	0	0	993	0	207	2035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	0	0	0	0	0	993	0	207	2035	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	58	0	0	0	0	0	0	993	0	207	2035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1461	0	1900	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.11	0.56	0.00
Crit Moves:	****							****			****	
Green/Cycle:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.26	0.88	0.00
Volume/Cap:	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.44	0.64	0.00
Delay/Veh:	60.5	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	31.7	2.2	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:	60.5	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	31.7	2.2	0.0
LOS by Move:	E	A	A	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	8	0	6	10	0

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #212 Pleasant Grove Blvd & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.175
Loss Time (sec):	6	Average Delay (sec/veh):	79.4
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	351	0	823	0	0	0	0	1369	282	0	2148	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:	351	0	823	0	0	0	0	1369	282	0	2148	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:	351	0	823	0	0	0	0	1369	282	0	2148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	823	0	0	0	0	1369	282	0	2148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	823	0	0	0	0	1369	282	0	2148	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.85	1.00	1.00	1.00	1.00	0.93	0.93	1.00	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	2241	0	1615	0	0	0	0	2916	601	1900	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.51	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.60	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.51	0.00
Volume/Cap:	0.36	0.00	1.18	0.00	0.00	0.00	0.00	0.93	0.93	0.00	1.18	0.00
Delay/Veh:	19.2	0.0	121.7	0.0	0.0	0.0	0.0	31.9	31.9	0.0	110	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:	19.2	0.0	121.7	0.0	0.0	0.0	0.0	31.9	31.9	0.0	110	0.0
LOS by Move:	B	A	F	A	A	A	A	C	C	A	F	A
HCM2kAvgQ:	4	0	43	0	0	0	0	29	29	0	58	0

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #213 Pleasant Grove Blvd & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	6	Average Delay (sec/veh):	28.3
Optimal Cycle:	180	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	94	0	221	0	1564	734	400	2717	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	94	0	221	0	1564	734	400	2717	0
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:	0	0	0	94	0	0	0	1564	734	400	2717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	0	0	0	1564	734	400	2717	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	94	0	0	0	1564	734	400	2717	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	0.77	1.00	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.36	0.64	1.00	2.00	0.00
Final Sat.:	0	0	0	1461	0	1900	0	2339	1098	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.67	0.67	0.22	0.75	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.66	0.66	0.22	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	0.00	0.00	1.02	1.02	1.02	0.86	0.00
Delay/Veh:	0.0	0.0	0.0	144.7	0.0	0.0	0.0	40.0	40.0	88.4	5.6	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	144.7	0.0	0.0	0.0	40.0	40.0	88.4	5.6	0.0
LOS by Move:	A	A	A	F	A	A	A	D	D	F	A	A
HCM2kAvgQ:	0	0	0	6	0	0	0	47	47	19	25	0

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #214 Stanford Ranch Rd & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	3	Average Delay (sec/veh):	30.4
Optimal Cycle:	180	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				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0 2	1	0	0	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	738	1499	0		0	2617	244		0	0	323		0	0	1001	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	738	1499	0		0	2617	244		0	0	323		0	0	1001	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	738	1499	0		0	2617	244		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	738	1499	0		0	2617	244		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	738	1499	0		0	2617	244		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.90	0.90		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.74	0.26		0.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	1805	3610	0		0	4683	437		0	0	1900		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.42	0.00		0.00	0.56	0.56		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****										
Green/Cycle:	0.41	0.97	0.00		0.00	0.56	0.56		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	1.00	0.43	0.00		0.00	1.00	1.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	61.9	0.2	0.0		0.0	38.2	38.2		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.9	0.2	0.0		0.0	38.2	38.2		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	30	2	0		0	40	40		0	0	0		0	0	0	

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #215 Stanford Ranch Rd & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.129
Loss Time (sec):	3	Average Delay (sec/veh):	50.9
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	0	2342	402		806	2199	0		0	0	635		0	0	199	
Growth Adj:	1.00	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	2342	402		806	2199	0		0	0	635		0	0	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	2342	402		806	2199	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2342	402		806	2199	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	2342	402		806	2199	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	0.85		0.95	0.95	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	3610	1615		1805	3610	0		0	0	1900		0	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.65	0.25		0.45	0.61	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****											
Green/Cycle:	0.00	0.57	0.57		0.40	0.97	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	1.13	0.43		1.13	0.63	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	86.2	12.4		105.4	0.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	86.2	12.4		105.4	0.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	F	B		F	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	58	7		40	4	0		0	0	0		0	0	0	

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #301 Sierra College Bl & Brace Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 6 Average Delay (sec/veh): 18.1
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	899	148	251	759	0	0	0	60	86	0	102
Growth Adj:	1.00	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	899	148	251	759	0	0	0	60	86	0	102
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	148	251	759	0	0	0	60	86	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	899	148	251	759	0	0	0	60	86	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	899	148	251	759	0	0	0	60	86	0	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	1.00	1.00	1.00	1.00	0.87	0.95	1.00	0.85
Lanes:	0.00	1.72	0.28	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3035	500	1805	1900	0	0	0	1644	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.14	0.40	0.00	0.00	0.00	0.04	0.05	0.00	0.06
Crit Moves:		****		****					****			****
Green/Cycle:	0.00	0.52	0.52	0.24	0.76	0.00	0.00	0.00	0.06	0.11	0.00	0.11
Volume/Cap:	0.00	0.57	0.57	0.57	0.52	0.00	0.00	0.00	0.57	0.43	0.00	0.57
Delay/Veh:	0.0	16.8	16.8	34.9	4.9	0.0	0.0	0.0	52.6	43.0	0.0	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	16.8	34.9	4.9	0.0	0.0	0.0	52.6	43.0	0.0	46.5
LOS by Move:	A	B	B	C	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	12	12	7	9	0	0	0	3	3	0	4

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #302 Sierra College Bl & Taylor Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 12 Average Delay (sec/veh): 72.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	209	1092	254	46	616	118	313	439	414	193	263	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1092	254	46	616	118	313	439	414	193	263	70
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:	209	1092	254	46	616	118	313	439	414	193	263	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1092	254	46	616	118	313	439	414	193	263	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	1092	254	46	616	118	313	439	414	193	263	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.57	0.16	0.03	0.32	0.07	0.17	0.23	0.26	0.11	0.14	0.04
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.52	0.52	0.02	0.40	0.40	0.18	0.23	0.23	0.10	0.15	0.15
Volume/Cap:	0.80	1.09	0.30	1.09	0.80	0.18	0.94	0.99	1.09	1.09	0.94	0.29
Delay/Veh:	57.7	81.8	13.6	217.0	32.4	19.3	74.1	77.2	112.6	140.5	80.1	38.7
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:	57.7	81.8	13.6	217.0	32.4	19.3	74.1	77.2	112.6	140.5	80.1	38.7
LOS by Move:	E	F	B	F	C	B	E	E	F	F	F	D
HCM2kAvgQ:	8	49	4	4	19	2	14	19	21	11	12	2

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #304 Sierra College Bl & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	1	603	39	347	486	17	32	20	4	15	2	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	603	39	347	486	17	32	20	4	15	2	157
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:	1	603	39	347	486	17	32	20	4	15	2	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	603	39	347	486	17	32	20	4	15	2	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	603	39	347	486	17	32	20	4	15	2	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.96	0.96	0.96	0.87	0.87	0.87
Lanes:	1.00	0.94	0.06	1.00	0.97	0.03	0.57	0.36	0.07	0.09	0.01	0.90
Final Sat.:	1805	1769	114	1805	1827	64	1045	653	131	143	19	1499
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.19	0.27	0.27	0.03	0.03	0.03	0.10	0.10	0.10
Crit Moves:		****		****					****		****	
Green/Cycle:	0.00	0.45	0.45	0.25	0.70	0.70	0.04	0.04	0.04	0.14	0.14	0.14
Volume/Cap:	0.38	0.76	0.76	0.76	0.38	0.38	0.76	0.76	0.76	0.76	0.76	0.76
Delay/Veh:	122.9	27.1	27.1	41.8	6.3	6.3	83.6	83.6	83.6	55.3	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.9	27.1	27.1	41.8	6.3	6.3	83.6	83.6	83.6	55.3	55.3	55.3
LOS by Move:	F	C	C	D	A	A	F	F	F	E	E	E
HCM2kAvgQ:	0	18	18	12	6	6	3	3	3	7	7	7

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #305 Taylor Rd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 1 0	1	0	1 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	298	299	176	27	241	53	241	164	213	112	112	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	299	176	27	241	53	241	164	213	112	112	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	299	176	27	241	53	241	164	213	112	112	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	299	176	27	241	53	241	164	213	112	112	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	299	176	27	241	53	241	164	213	112	112	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00	1.00	0.78	0.22
Final Sat.:	1805	1900	1615	1805	2879	633	1805	1900	1615	1805	1439	398
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.11	0.01	0.08	0.08	0.13	0.09	0.13	0.06	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.32	0.43	0.43	0.04	0.16	0.16	0.26	0.27	0.27	0.13	0.15	0.15
Volume/Cap:	0.52	0.36	0.25	0.36	0.52	0.52	0.52	0.31	0.48	0.48	0.52	0.52
Delay/Veh:	28.9	19.2	18.1	49.6	39.4	39.4	33.1	29.1	31.1	42.0	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	19.2	18.1	49.6	39.4	39.4	33.1	29.1	31.1	42.0	41.1	41.1
LOS by Move:	C	B	B	D	D	D	C	C	C	D	D	D
HCM2kAvgQ:	8	6	3	1	5	5	7	4	6	4	5	5

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #306 Taylor Rd & Horseshoe Bar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 9 Average Delay (sec/veh): 35.8
Optimal Cycle: 80 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	538	156	340	388	4	13	7	5	67	8	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	538	156	340	388	4	13	7	5	67	8	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	538	156	340	388	4	13	7	5	67	8	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	538	156	340	388	4	13	7	5	67	8	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	538	156	340	388	4	13	7	5	67	8	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.96	0.96	0.85
Lanes:	1.00	0.78	0.22	1.00	0.99	0.01	0.52	0.28	0.20	0.89	0.11	1.00
Final Sat.:	1805	1423	413	1805	1879	19	937	505	360	1624	194	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.19	0.21	0.21	0.01	0.01	0.01	0.04	0.04	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.45	0.45	0.22	0.66	0.66	0.02	0.02	0.02	0.22	0.22	0.22
Volume/Cap:	0.31	0.84	0.84	0.84	0.31	0.31	0.84	0.84	0.84	0.19	0.19	0.84
Delay/Veh:	55.7	32.2	32.2	51.8	7.5	7.5	149.2	149	149.2	31.9	31.9	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	32.2	32.2	51.8	7.5	7.5	149.2	149	149.2	31.9	31.9	53.6
LOS by Move:	E	C	C	D	A	A	F	F	F	C	C	D
HCM2kAvgQ:	1	21	21	13	5	5	2	2	2	2	2	12

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #501 E Lincoln Pkwy & Twelve Bridges

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	5	138	76	11	175	356	393	273	1	64	385	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	138	76	11	175	356	393	273	1	64	385	1
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:	5	138	76	11	175	356	393	273	1	64	385	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	138	76	11	175	356	393	273	1	64	385	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	138	76	11	175	356	393	273	1	64	385	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.05	0.01	0.12	0.25	0.27	0.09	0.00	0.04	0.13	0.00
Crit Volume:	5				175		393				192	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #502 Sierra College & Twelve Bridges

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.4]

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:	1	0	1	0 0	0	0	1	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	77	706		0	0	360		8	45		0	115	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	77	706		0	0	360		8	45		0	115	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	77	706		0	0	360		8	45		0	115	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	77	706		0	0	360		8	45		0	115	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:	368	xxxx	xxxxx	xxxx	xxxx	xxxxx			1220	xxxx		360	xxxx	xxxx	xxxxx	
Potent Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx			201	xxxx		689	xxxx	xxxx	xxxxx	
Move Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx			191	xxxx		689	xxxx	xxxx	xxxxx	
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx			0.24	xxxx		0.17	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.9	xxxx		0.6	xxxx	xxxx	xxxxx	
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			29.6	xxxx		11.3	xxxxx	xxxx	xxxxx	
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		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*		*	*		*	*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				16.4				xxxxxx			
ApproachLOS:	*				*				C				*			

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

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City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #601 Sierra College & English Colony

Average Delay (sec/veh): 27.3 Worst Case Level Of Service: F[244.2]

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	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	811		120	104	458		0	0		0	0	136		0	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:	0	811		120	104	458		0	0		0	0	136		0	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:	0	811		120	104	458		0	0		0	0	136		0	47
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	811		120	104	458		0	0		0	0	136		0	47
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5		6.2
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		931	xxxx	xxxxx	xxxx	xxxx	xxxxx			1537	1537		871
Potent Cap.:	xxxx	xxxx	xxxxx		743	xxxx	xxxxx	xxxx	xxxx	xxxxx			129	117		353
Move Cap.:	xxxx	xxxx	xxxxx		743	xxxx	xxxxx	xxxx	xxxx	xxxxx			115	101		353
Volume/Cap:	xxxx	xxxx	xxxx		0.14	xxxx	xxxx	xxxx	xxxx	xxxx			1.18	0.00		0.13
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
LOS by Move:	*	*		*	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	139	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.5	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	244	xxxxx	
Shared LOS:	*	*		*	*	*		*	*		*	*	*	F		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				244.2			
ApproachLOS:	*				*				*				F			

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #307 Rocklin Rd & Barton Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.839
Loss Time (sec):	0	Average Delay (sec/veh):	20.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	192	43	0	0	72	47	56	0	512	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:	192	43	0	0	72	47	56	0	512	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	223	50	0	0	84	55	65	0	595	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	50	0	0	84	55	65	0	595	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	50	0	0	84	55	65	0	595	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.61	0.39	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	501	536	0	0	334	218	569	0	709	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.09	xxxx	xxxx	0.25	0.25	0.11	xxxx	0.84	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	14.6	9.7	0.0	0.0	11.0	11.0	9.7	0.0	27.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	9.7	0.0	0.0	11.0	11.0	9.7	0.0	27.3	0.0	0.0	0.0
LOS by Move:	B	A	*	*	B	B	A	*	D	*	*	*
ApproachDel:	13.7			11.0			25.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	13.7			11.0			25.6			xxxxxx		
LOS by Appr:	B			B			D			*		
AllWayAvgQ:	0.7	0.1	0.0	0.3	0.3	0.3	0.1	0.0	3.9	0.0	0.0	0.0

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #308 Barton Rd & Brace Rd

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: D[30.7]

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:	155	0	45		0	0	0		0	287	156		140	75	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	155	0	45		0	0	0		0	287	156		140	75	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	172	0	50		0	0	0		0	319	173		156	83	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	172	0	50		0	0	0		0	319	173		156	83	0	
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	800	800	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	xxxx	xxxxx				
Potent Cap.:	357	320	650	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1082	xxxx	xxxxx				
Move Cap.:	314	270	650	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1082	xxxx	xxxxx				
Volume/Cap:	0.55	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	355	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx				
Shrd ConDel:	xxxxx	30.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx				
Shared LOS:	*	D	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	30.7			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	D			*			*			*						

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #309 Horseshoe Bar Rd & I-80 WB Ramp

Cycle (sec):	100			Critical Vol./Cap. (X):			0.359						
Loss Time (sec):	0			Average Delay (sec/veh):			26.3						
Optimal Cycle:	36			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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	88	249	178	44	246	363	53	47	92	73	53	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	249	178	44	246	363	53	47	92	73	53	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	259	185	46	256	0	55	49	96	76	55	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	259	185	46	256	0	55	49	96	76	55	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	259	185	46	256	0	55	49	96	76	55	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	1.00	1.00	0.97	0.97	0.85	0.95	0.89	0.89
Lanes:	1.00	1.17	0.83	1.00	1.00	1.00	0.53	0.47	1.00	1.00	0.28	0.72
Final Sat.:	1805	1973	1410	1805	1900	1900	981	870	1615	1805	483	1213
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.13	0.00	0.06	0.06	0.06	0.04	0.11	0.11
Crit Moves:	****				****				****		****	
Green/Cycle:	0.14	0.43	0.43	0.08	0.38	0.00	0.17	0.17	0.17	0.32	0.32	0.32
Volume/Cap:	0.36	0.30	0.30	0.30	0.36	0.00	0.34	0.34	0.36	0.13	0.36	0.36
Delay/Veh:	39.7	18.6	18.6	44.2	22.9	0.0	37.6	37.6	37.9	24.4	26.7	26.7
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:	39.7	18.6	18.6	44.2	22.9	0.0	37.6	37.6	37.9	24.4	26.7	26.7
LOS by Move:	D	B	B	D	C	A	D	D	D	C	C	C
HCM2kAvgQ:	3	5	5	2	6	0	3	3	3	2	5	5

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

City of Rocklin General Plan Update
Existing Plus Project Conditions

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

Intersection #310 Horseshoe Bar Rd & I-80 EB Ramp

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: C[16.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	265		37		207	261		0		0	0		0		82	0		284	
Growth Adj:	1.00	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	265		37		207	261		0		0	0		0		82	0		284	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	0	282		39		220	278		0		0	0		0		87	0		302	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	282		39		220	278		0		0	0		0		87	0		302	
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		321	xxxx		xxxxx		xxxx	xxxx		xxxxx		1000	xxxx		282	
Potent Cap.:	xxxx	xxxx		xxxxx		1250	xxxx		xxxxx		xxxx	xxxx		xxxxx		272	xxxx		762	
Move Cap.:	xxxx	xxxx		xxxxx		1250	xxxx		xxxxx		xxxx	xxxx		xxxxx		230	xxxx		762	
Volume/Cap:	xxxx	xxxx		xxxx		0.18	xxxx		xxxx		xxxx	xxxx		xxxx		0.38	xxxx		0.40	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		xxxx	xxxx		xxxxx		1.7	xxxx		1.9	
Control Del:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		29.9	xxxx		12.8	
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		0.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					16.6				
ApproachLOS:	*					*					*					C				

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

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#401 Pleasant Grove & Fairway	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000
#402 Stanford Ranch & Fairway	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000
#403 Stanford Ranch & Five Star	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000
#404 Pleasant Grove & Roseville Pkw	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
#405 Galleria & Roseville Pkwy	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
#406 Roseville Parkway & Taylor	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000
#407 Roseville Parkway & N. Sunrise	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
#408 Sierra College & Secret Ravine	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #401 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	487	1285	356	176	1309	119	161	296	264	581	385	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	1285	356	176	1309	119	161	296	264	581	385	85
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:	487	1285	356	176	1309	119	161	296	264	581	385	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	1285	356	176	1309	119	161	296	264	581	385	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	1285	356	176	1309	119	161	296	264	581	385	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.44	0.25	0.12	0.45	0.08	0.06	0.10	0.18	0.20	0.13	0.06
Crit Volume:	244				655			148		291		
Crit Moves:	****				****			****		****		

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #402 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	2	0 0	1 0
Volume Module:												
Base Vol:	262	1098	159	66	1502	41	55	165	150	175	206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1098	159	66	1502	41	55	165	150	175	206	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1098	159	66	1502	41	55	165	150	175	206	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1098	159	66	1502	41	55	165	150	175	206	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1098	159	66	1502	41	55	165	150	175	206	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.88	0.12
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	2900	1276	174
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.11	0.02	0.35	0.03	0.04	0.06	0.10	0.06	0.16	0.16
Crit Volume:	131				501			83				234
Crit Moves:	****				****			****				****

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #403 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	523	1328	288	68	1668	29	61	74	420	537	115	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	1328	288	68	1668	29	61	74	420	537	115	135
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:	523	1328	288	68	1668	29	61	74	420	537	115	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	1328	288	68	1668	29	61	74	420	537	115	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	1328	288	68	1668	29	61	74	420	537	115	135
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00	2.00	0.46	0.54
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2900	667	783
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.20	0.02	0.38	0.02	0.04	0.05	0.29	0.19	0.17	0.17
Crit Volume:	0				556				420	269		
Crit Moves:	****				****				****	****		

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #404 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	478	246	603	170	274	34	35	1367	598	1116	1927	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:	478	246	603	170	274	34	35	1367	598	1116	1927	115
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	478	246	0	170	274	0	35	1367	0	1116	1927	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	246	0	170	274	0	35	1367	0	1116	1927	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	478	246	0	170	274	0	35	1367	0	1116	1927	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.00	0.06	0.06	0.00	0.01	0.31	0.00	0.26	0.44	0.00
Crit Volume:	159				91			456		372		
Crit Moves:	****				****			****		****		

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #405 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	396	688	13	907	754	352	347	1160	523	99	1360	777
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	688	13	907	754	352	347	1160	523	99	1360	777
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	396	688	0	907	754	0	347	1160	0	99	1360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	688	0	907	754	0	347	1160	0	99	1360	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	396	688	0	907	754	0	347	1160	0	99	1360	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.21	0.26	0.00	0.12	0.27	0.00	0.03	0.31	0.00
Crit Volume:	198				377			174			453	
Crit Moves:	****				****			****			****	

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #406 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	371	188	34	340	235	96	114	1727	561	314	1788	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	188	34	340	235	96	114	1727	561	314	1788	373
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:	371	188	34	340	235	96	114	1727	561	314	1788	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	188	34	340	235	96	114	1727	561	314	1788	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	188	34	340	235	96	114	1727	561	314	1788	373
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.02	0.12	0.08	0.07	0.04	0.40	0.39	0.11	0.41	0.26
Crit Volume:	185			118			576			157		
Crit Moves:	****			****			****			****		

Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #407 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	482	163	325	58	224	137	49	1815	318	163	2052	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	163	325	58	224	137	49	1815	318	163	2052	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	482	163	0	58	224	137	49	1815	0	163	2052	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	163	0	58	224	137	49	1815	0	163	2052	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	482	163	0	58	224	137	49	1815	0	163	2052	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.00	0.04	0.08	0.09	0.02	0.42	0.00	0.06	0.47	0.02
Crit Volume:	161					137	0				684	
Crit Moves:	****					****	****				****	

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Rocklin General Plan Update
Existing Plus Project
Roseville Intersections

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

Intersection #408 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	181	953	3	1	1059	227	174	2	127	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	953	3	1	1059	227	174	2	127	3	5	3
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:	181	953	3	1	1059	227	174	2	127	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	953	3	1	1059	227	174	2	127	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	953	3	1	1059	227	174	2	127	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.16	0.84	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	243	1257	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.00	0.35	0.15	0.12	0.01	0.10	0.01	0.01	0.00
Crit Volume:	181				530		174				8	
Crit Moves:	****				****		****				****	

INTERSECTION LOS WORKSHEETS
2030 CUMULATIVE NO PROJECT CONDITIONS

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Granite Dr & Rocklin Rd	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000
# 2 Granite Dr & Sierra College Bl	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 3 Granite Dr & Sierra Meadows	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 4 Pacific St & Del Mar/ Domingue	E	xxxxx	0.920	E	xxxxx	0.920	+ 0.000
# 5 Pacific St & Farron St	E	xxxxx	0.975	E	xxxxx	0.975	+ 0.000
# 6 Pacific St & Midas Ave	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
# 7 Pacific St & Rocklin Rd	E	xxxxx	0.902	E	xxxxx	0.902	+ 0.000
# 8 Pacific St & Sierra Meadows	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000
# 9 Pacific St & Woodside Dr	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 10 Rocklin Rd & Aguilar Rd	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 11 Rocklin Rd & El Don Dr	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000
# 12 Rocklin Rd & Fire Station No 1	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 13 Rocklin Rd & Havenhurst Cir	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 14 Rocklin Rd & Sierra College Bl	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000
# 15 Rocklin Rd & South Grove St	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000
# 16 Sierra College Bl & El Don Dr	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 17 Sierra College Bl & Nightwatch	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000
# 18 Sierra College Bl & Scarboroug	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 19 Sierra College Bl & Southside	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 20 Sunset Bl & Pacific St	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000
# 21 Sunset Bl & Springview Dr	F	xxxxx	1.054	F	xxxxx	1.054	+ 0.000
# 22 Sunset Bl & Topaz Ave	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 23 Sunset Bl & Whitney Bl	F	xxxxx	1.098	F	xxxxx	1.098	+ 0.000

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
#101 Blue Oaks Bl & Lonetree	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000
#102 Blue Oaks Bl & Market Place	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000
#103 Blue Oaks Bl & Van Buren Way	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
#104 Five Star & Destiny Dr	A	xxxxx	0.204	A	xxxxx	0.204	+ 0.000
#105 Lonetree Bl & Adams Dr	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000
#106 Lonetree Bl & Atherton Rd	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
#107 Lonetree Bl & Grand Canyon Dr	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000
#108 Lonetree Bl & Redwood Dr	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
#109 Lonetree Bl & West Oaks Bl	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
#110 Park Dr & Blaydon Rd	A	xxxxx	0.273	A	xxxxx	0.273	+ 0.000
#111 Park Dr & Quarry Way	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
#112 Park Dr & Farrier Rd	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000
#113 Park Dr & King Pine Dr	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
#114 Park Dr & Shelton	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
#115 Park Dr & Victory Lane	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
#116 Park Dr & Wykford Bl	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
#117 Park Dr & Twin Oaks/ Boardwalk	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000
#118 Park Dr & Safeway	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000
#119 South Whitney & Five Star Bl	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
#120 Spring Creek Dr & Broken Rail	A	xxxxx	0.053	A	xxxxx	0.053	+ 0.000
#121 Stanford Ranch Rd & Cobbleston	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000
#122 Stanford Ranch Rd & Darby Rd	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000
#123 Stanford Ranch Rd & Park Dr	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
#124 Stanford Ranch Rd & Plaza	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
#125 Stanford Ranch Rd & Stoney Dr	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#126 Stanford Ranch Rd & Victory Ln	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000 V/C
#127 Stanford Ranch Rd & West Oaks	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#128 Sunset Bl & Atherton	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
#129 Sunset Bl & Blue Oaks Bl	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
#130 Sunset Bl & Fairway Dr	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
#131 Sunset Bl & Little Rock	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
#132 Sunset Bl & Park Dr	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
#133 Sunset Bl & Pebble Creek	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
#134 Sunset Bl & Stanford Ranch Rd	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
#135 Sunset Bl & West Oaks Bl	F	xxxxx	1.112	F	xxxxx	1.112	+ 0.000 V/C
#136 W Stanford Ranch Rd & Sunset B	F	xxxxx	1.240	F	xxxxx	1.240	+ 0.000 V/C
#137 W Stanford Ranch Rd & Wildcat	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
#138 Whitney Ranch Pkwy & Bridlewoo	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
#139 Whitney Ranch Pkwy & Painted P	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000 V/C
#140 Whitney Ranch Pkwy & Spring Cr	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
#141 Wildcat Bl & Bridlewood Dr	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
#142 Wildcat Bl & Whitney Ranch Pkw	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
#143 Wildcat Bl & S High School Ent	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#144 Wildcat Bl & N High School Ent	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
#145 Wildcat Bl & Ranch View Dr	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
#152 Stanford Ranch Rd & Crest Dr	F	xxxxx	1.003	F	xxxxx	1.003	+ 0.000 V/C
#153 Whitney Blvd & Crest Dr	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C
#154 Park Dr & Crest Dr	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
#161 Granite Dr & Dominguez Dr	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#162 Sierra College Bl & Dominguez	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
#163 Park Dr & Valley View Pkwy	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#164 Nature Trail Wy & Valley View	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
#165 Sierra College Bl & Valley Vie	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#166 University Ave & Whitney Ranch	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#167 West Oaks Bl & Whitney Ranch P	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#168 West Oaks Bl & Painted Pony Ln	A	xxxxx	0.307	A	xxxxx	0.307	+ 0.000 V/C
#169 Laredo Dr & Whitney Ranch Pkwy	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#170 Rocklin Rd & Civic Centr Dr	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
#171 Pacific St & Civic Center Dr	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#201 Rocklin Rd & I-80 EB	E	66.9	1.104	E	66.9	1.104	+ 0.000 D/V
#202 Rocklin Rd & I-80 WB	E	67.5	1.121	E	67.5	1.121	+ 0.000 D/V
#203 Sierra College Bl & I-80 WB	C	32.9	0.865	C	32.9	0.865	+ 0.000 D/V
#204 Sierra College Bl & I-80 EB	C	28.2	0.626	C	28.2	0.626	+ 0.000 D/V
#206 Sunset & SR 65 SB	B	12.3	0.704	B	12.3	0.704	+ 0.000 D/V
#207 Sunset & SR 65 NB	B	14.4	0.727	B	14.4	0.727	+ 0.000 D/V
#208 Whitney Ranch Pkwy & SR 65 SB	C	32.2	0.961	C	32.2	0.961	+ 0.000 D/V
#209 Whitney Ranch Pkwy & SR 65 NB	B	16.1	0.833	B	16.1	0.833	+ 0.000 D/V
#210 Blue Oaks Blvd & SR 65 SB	C	27.0	0.585	C	27.0	0.585	+ 0.000 D/V
#211 Blue Oaks Blvd & SR 65 NB Off	D	41.5	1.083	D	41.5	1.083	+ 0.000 D/V
#212 Pleasant Grove Blvd & SR 65 NB	B	19.2	0.775	B	19.2	0.775	+ 0.000 D/V
#213 Pleasant Grove Blvd & SR 65 SB	A	9.4	0.627	A	9.4	0.627	+ 0.000 D/V
#214 Stanford Ranch Rd & SR 65 NB	B	14.3	0.740	B	14.3	0.740	+ 0.000 D/V
#215 Stanford Ranch Rd & SR 65 SB	B	10.2	0.761	B	10.2	0.761	+ 0.000 D/V
#301 Sierra College Bl & Brace Rd	D	36.7	0.947	D	36.7	0.947	+ 0.000 D/V

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#302 Sierra College Bl & Taylor Rd	E	55.9	1.020	E	55.9	1.020	+ 0.000 D/V
#304 Sierra College Bl & King Rd	D	35.5	0.882	D	35.5	0.882	+ 0.000 D/V
#305 Taylor Rd & King Rd	C	30.3	0.568	C	30.3	0.568	+ 0.000 D/V
#306 Taylor Rd & Horseshoe Bar	F	80.6	1.095	F	80.6	1.095	+ 0.000 D/V
#501 E Lincoln Pkwy & Twelve Bridge	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
#1216 Sierra College Blvd & SR 193	C	34.8	0.927	C	34.8	0.927	+ 0.000 D/V
#1502 Sierra College & Twelve Bridge	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
#1601 Sierra College & English Colon	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000 V/C

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #1 Granite Dr & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	30	17	15	614	19	286	285	1497	10	32	1112	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	17	15	614	19	286	285	1497	10	32	1112	600
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:	30	17	15	614	19	286	285	1497	10	32	1112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	15	614	19	286	285	1497	10	32	1112	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
FinalVolume:	30	17	15	614	19	286	285	1497	10	32	1112	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	1.94	0.06	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	730	645	2667	83	1375	1375	2732	18	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.23	0.23	0.21	0.21	0.55	0.55	0.02	0.40	0.00
Crit Volume:		32			317			285			556	
Crit Moves:	****			****			****				****	

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #2 Granite Dr & Sierra College Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	98	1420	118	53	1292	154	353	34	260	231	28	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1420	118	53	1292	154	353	34	260	231	28	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1420	118	53	1292	154	353	34	260	231	28	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1420	118	53	1292	154	353	34	260	231	28	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1420	118	53	1292	154	353	34	260	231	28	24
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	3.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3809	316	1375	4125	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.04	0.31	0.11	0.26	0.02	0.09	0.17	0.02	0.02
Crit Volume:			513	53			353				28	
Crit Moves:			****	****			****				****	

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #3 Granite Dr & Sierra Meadows

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	104	65	45	59	55	270	188	401	53	61	379	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	65	45	59	55	270	188	401	53	61	379	59
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:	104	65	45	59	55	270	188	401	53	61	379	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	65	45	59	55	270	188	401	53	61	379	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	65	45	59	55	270	188	401	53	61	379	59
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	0.59	0.41	1.00	0.17	0.83	1.00	1.77	0.23	1.00	1.73	0.27
Final Sat.:	1375	813	563	1375	233	1142	1375	2429	321	1375	2380	370
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.24	0.24	0.14	0.17	0.17	0.04	0.16	0.16
Crit Volume:		110				325	188				219	
Crit Moves:		****				****	****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #4 Pacific St & Del Mar/ Dominguez

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 0 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	182	825	124	70	676	122	206	217	286	178	218	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	825	124	70	676	122	206	217	286	178	218	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	825	124	70	676	122	206	217	286	178	218	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	825	124	70	676	122	206	217	286	178	218	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	825	124	70	676	122	206	217	286	178	218	72
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	1.74	0.26	1.00	2.00	1.00	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1375	2391	359	1375	2750	1375	1375	593	782	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.05	0.25	0.09	0.15	0.37	0.37	0.13	0.16	0.05
Crit Volume:		475		70				503			218	
Crit Moves:		****		****				****			****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #5 Pacific St & Farron St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 0 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	165	1435	30	104	1548	76	50	12	319	70	6	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:	165	1435	30	104	1548	76	50	12	319	70	6	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:	165	1435	30	104	1548	76	50	12	319	70	6	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1435	30	104	1548	76	50	12	319	70	6	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1435	30	104	1548	76	50	12	319	70	6	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	1.96	0.04	1.00	2.00	1.00	1.00	0.04	0.96	1.00	0.11	0.89
Final Sat.:	1375	2694	56	1375	2750	1375	1375	50	1325	1375	156	1219
Capacity Analysis Module:												
Vol/Sat:	0.12	0.53	0.53	0.08	0.56	0.06	0.04	0.24	0.24	0.05	0.04	0.04
Crit Volume:	165				774			331		70		
Crit Moves:	****				****			****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #6 Pacific St & Midas Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	143	698	16	68	942	324	403	52	124	8	48	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	698	16	68	942	324	403	52	124	8	48	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	698	16	68	942	324	403	52	124	8	48	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	698	16	68	942	324	403	52	124	8	48	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	698	16	68	942	324	403	52	124	8	48	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2688	62	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.05	0.34	0.24	0.29	0.04	0.09	0.01	0.03	0.03
Crit Volume:	143				471		403				48	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #7 Pacific St & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 0 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	1	543	923	148	858	68	94	336	2	724	302	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	543	923	148	858	68	94	336	2	724	302	182
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:	1	543	923	148	858	68	94	336	2	724	302	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	543	923	148	858	68	94	336	2	724	302	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	543	923	148	858	68	94	336	2	724	302	182
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	1.99	0.01	1.41	0.59	1.00
Final Sat.:	1375	2750	1375	1375	2548	202	1375	2734	16	1941	809	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.67	0.11	0.34	0.34	0.07	0.12	0.12	0.37	0.37	0.13
Crit Volume:			923	148				169			0	
Crit Moves:			****	****				****			****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #8 Pacific St & Sierra Meadows

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	25	1014	111	178	971	10	6	19	26	134	44	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1014	111	178	971	10	6	19	26	134	44	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1014	111	178	971	10	6	19	26	134	44	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1014	111	178	971	10	6	19	26	134	44	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1014	111	178	971	10	6	19	26	134	44	119
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.98	0.02	1.00	0.42	0.58	1.00	0.27	0.73
Final Sat.:	1375	2479	271	1375	2722	28	1375	581	794	1375	371	1004
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.13	0.36	0.36	0.00	0.03	0.03	0.10	0.12	0.12
Crit Volume:			563	178					45		163	
Crit Moves:			****	****					****		****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #9 Pacific St & Woodside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1222	185	124	956	0	0	0	0	212	0	158
Growth Adj:	1.00	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	1222	185	124	956	0	0	0	0	212	0	158
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	1222	185	124	956	0	0	0	0	212	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1222	185	124	956	0	0	0	0	212	0	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1222	185	124	956	0	0	0	0	212	0	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.13	0.09	0.34	0.00	0.00	0.00	0.00	0.15	0.00	0.11
Crit Volume:		611		124					0		212	
Crit Moves:		****		****							****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #10 Rocklin Rd & Aguilar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
	1	0	2	1	0		1	0	3	0	0	
Volume Module:												
Base Vol:	267	0	67	0	0	0	70	1521	341	84	1643	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:	267	0	67	0	0	0	70	1521	341	84	1643	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:	267	0	67	0	0	0	70	1521	341	84	1643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	67	0	0	0	70	1521	341	84	1643	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	0	67	0	0	0	70	1521	341	84	1643	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.45	0.55	1.00	3.00	0.00
Final Sat.:	1425	0	1425	0	0	0	1425	3492	783	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.05	0.00	0.00	0.00	0.05	0.44	0.44	0.06	0.38	0.00
Crit Volume:	267				0				621	84		
Crit Moves:	****								****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #11 Rocklin Rd & El Don Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	0	1	
	1	0	2	1	0		1	0	2	1	0	
Volume Module:												
Base Vol:	121	6	15	74	10	538	312	1227	99	25	1076	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:	121	6	15	74	10	538	312	1227	99	25	1076	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:	121	6	15	74	10	538	312	1227	99	25	1076	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	6	15	74	10	538	312	1227	99	25	1076	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
FinalVolume:	121	6	15	74	10	538	312	1227	99	25	1076	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	0.29	0.71	0.88	0.12	1.00	1.00	2.78	0.22	1.00	2.91	0.09
Final Sat.:	1375	393	982	1211	164	1375	1375	3817	308	1375	4006	119
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.06	0.06	0.39	0.23	0.32	0.32	0.02	0.27	0.27
Crit Volume:	121					538	0					369
Crit Moves:	****					****	****					****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #12 Rocklin Rd & Fire Station No 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 2 0	0	1	0 2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1446	0	0	1144	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	0	0	0	0	1446	0	0	1144	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	0	0	0	0	1446	0	0	1144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1446	0	0	1144	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1446	0	0	1144	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1500	0	0	1500	0	1500	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.38	0.00
Crit Volume:	0			0			723		0			
Crit Moves:							****		****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #13 Rocklin Rd & Havenhurst Cir

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	15	0	4	392	1	294	241	1071	27	9	815	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	4	392	1	294	241	1071	27	9	815	274
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:	15	0	4	392	1	294	241	1071	27	9	815	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	4	392	1	294	241	1071	27	9	815	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	4	392	1	294	241	1071	27	9	815	274
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:	0.79	0.00	0.21	0.99	0.01	1.00	1.00	2.93	0.07	1.00	2.25	0.75
Final Sat.:	1086	0	289	1372	3	1375	1375	4024	101	1375	3087	1038
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.29	0.29	0.21	0.18	0.27	0.27	0.01	0.26	0.26
Crit Volume:			19		393		241				363	
Crit Moves:			****		****		****				****	

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #14 Rocklin Rd & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	635	1352	241	151	989	142	16	564	904	83	283	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	635	1352	241	151	989	142	16	564	904	83	283	70
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:	635	1352	241	151	989	142	16	564	904	83	283	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	1352	241	151	989	142	16	564	904	83	283	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	635	1352	241	151	989	142	16	564	904	83	283	70
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	1.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.23	0.33	0.18	0.05	0.24	0.10	0.01	0.21	0.66	0.06	0.21	0.05
Crit Volume:	0			330					904	83		
Crit Moves:	****			****					****	****		

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #15 Rocklin Rd & South Grove St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	31	0	122	0	0	0	0	1376	28	120	1170	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:	31	0	122	0	0	0	0	1376	28	120	1170	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:	31	0	122	0	0	0	0	1376	28	120	1170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	122	0	0	0	0	1376	28	120	1170	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	0	122	0	0	0	0	1376	28	120	1170	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2793	57	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.49	0.08	0.41	0.00
Crit Volume:			122	0				702		120		
Crit Moves:			****					****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #16 Sierra College Bl & El Don Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 1	1	0	3	0 1	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	56	2064	32		58	1895	84		59	4	36		45	4	52	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	2064	32		58	1895	84		59	4	36		45	4	52	
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:	56	2064	32		58	1895	84		59	4	36		45	4	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	2064	32		58	1895	84		59	4	36		45	4	52	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	56	2064	32		58	1895	84		59	4	36		45	4	52	
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	3.00	1.00		1.00	3.00	1.00		0.60	0.04	0.36		0.45	0.04	0.51	
Final Sat.:	1375	4125	1375		1375	4125	1375		819	56	500		613	54	708	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.50	0.02		0.04	0.46	0.06		0.07	0.07	0.07		0.07	0.07	0.07	
Crit Volume:		688			58						99				101	
Crit Moves:		****			****						****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #17 Sierra College Bl & Nightwatch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	0	0	3	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	62	2156	0		0	1887	81		76	0	96		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:	62	2156	0		0	1887	81		76	0	96		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	2156	0		0	1887	81		76	0	96		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	2156	0		0	1887	81		76	0	96		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	62	2156	0		0	1887	81		76	0	96		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	4275	0		0	4275	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.50	0.00		0.00	0.44	0.06		0.05	0.00	0.07		0.00	0.00	0.00	
Crit Volume:		719			0						96		0			
Crit Moves:		****			****						****					

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #18 Sierra College Bl & Scarborough

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	21	2223	1	4	1937	72	40	0	2	4	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	2223	1	4	1937	72	40	0	2	4	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	2223	1	4	1937	72	40	0	2	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2223	1	4	1937	72	40	0	2	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2223	1	4	1937	72	40	0	2	4	0	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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1375	1375	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.54	0.00	0.00	0.47	0.05	0.03	0.00	0.00	0.00	0.00	0.00
Crit Volume:		741			4			40			4	
Crit Moves:		****			****			****			****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #19 Sierra College Bl & Southside Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	85	2133	1	5	1881	30	23	0	37	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	2133	1	5	1881	30	23	0	37	1	0	4
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:	85	2133	1	5	1881	30	23	0	37	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	2133	1	5	1881	30	23	0	37	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	2133	1	5	1881	30	23	0	37	1	0	4
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	3.00	1.00	1.00	3.00	1.00	0.38	0.00	0.62	0.20	0.00	0.80
Final Sat.:	1375	4125	1375	1375	4125	1375	527	0	848	275	0	1100
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.00	0.00	0.46	0.02	0.04	0.00	0.04	0.00	0.00	0.00
Crit Volume:		711			5				60			5
Crit Moves:		****			****				****			****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #20 Sunset Bl & Pacific St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	812	615	17	61	676	1445	1040	114	409	24	111	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:	812	615	17	61	676	1445	1040	114	409	24	111	32
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	812	615	17	61	676	0	1040	114	0	24	111	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	812	615	17	61	676	0	1040	114	0	24	111	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	812	615	17	61	676	0	1040	114	0	24	111	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:	2.00	2.92	0.08	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	4014	111	1375	4125	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.30	0.15	0.15	0.04	0.16	0.00	0.38	0.04	0.00	0.02	0.04	0.02
Crit Volume:	406			225			520			56		
Crit Moves:	****			****			****			****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #21 Sunset Bl & Springview Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	89	39	87	134	39	387	416	1384	120	234	2056	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	39	87	134	39	387	416	1384	120	234	2056	141
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:	89	39	87	134	39	0	416	1384	120	234	2056	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	39	87	134	39	0	416	1384	120	234	2056	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	39	87	134	39	0	416	1384	120	234	2056	141
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:	0.70	0.30	1.00	0.77	0.23	0.00	1.00	2.76	0.24	1.00	2.81	0.19
Final Sat.:	956	419	1375	1065	310	0	1375	3796	329	1375	3860	265
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.13	0.13	0.00	0.30	0.36	0.36	0.17	0.53	0.53
Crit Volume:	128			173			416			732		
Crit Moves:	****			****			****			****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #22 Sunset Bl & Topaz Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1 0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	26	16	18	8	13	86	206	1532	27	75	1852	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:	26	16	18	8	13	86	206	1532	27	75	1852	42
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:	26	16	18	8	13	86	206	1532	27	75	1852	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	16	18	8	13	86	206	1532	27	75	1852	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	16	18	8	13	86	206	1532	27	75	1852	42
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:	0.43	0.27	0.30	0.07	0.12	0.81	1.00	2.95	0.05	1.00	2.93	0.07
Final Sat.:	618	380	428	107	173	1145	1425	4201	74	1425	4180	95
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.14	0.36	0.36	0.05	0.44	0.44
Crit Volume:	26				107		206				631	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #23 Sunset Bl & Whitney Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.098
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	44	110	354	137	73	62	143	1390	39	432	1806	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	110	354	137	73	62	143	1390	39	432	1806	250
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:	44	110	354	137	73	62	143	1390	39	432	1806	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	110	354	137	73	62	143	1390	39	432	1806	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	110	354	137	73	62	143	1390	39	432	1806	250
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	0.24	0.76	1.00	0.54	0.46	1.00	2.92	0.08	1.00	2.64	0.36
Final Sat.:	1375	326	1049	1375	744	631	1375	4012	113	1375	3623	502
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.10	0.10	0.10	0.10	0.35	0.35	0.31	0.50	0.50
Crit Volume:			464	137				476		432		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #101 Blue Oaks Bl & Lonetree

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	646	385	95	45	753	948	808	597	499	130	428	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:	646	385	95	45	753	948	808	597	499	130	428	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	646	385	95	45	753	0	808	597	0	130	428	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	385	95	45	753	0	808	597	0	130	428	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	646	385	95	45	753	0	808	597	0	130	428	60
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.23	0.14	0.07	0.03	0.27	0.00	0.29	0.22	0.00	0.09	0.16	0.04
Crit Volume:	323				376		404				214	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #102 Blue Oaks Bl & Market Place

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	8	0	1	15	1	10	17	817	4	2	553	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	0	1	15	1	10	17	817	4	2	553	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	0	1	15	1	10	17	817	4	2	553	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	1	15	1	10	17	817	4	2	553	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
FinalVolume:	8	0	1	15	1	10	17	817	4	2	553	11
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	0.00	1.00	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	1375	0	1375	1289	86	1375	1375	2737	13	1375	2696	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.30	0.30	0.00	0.21	0.21
Crit Volume:	8				16				411	2		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #103 Blue Oaks Bl & Van Buren Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	38	694	44	40	496	9	14	0	25	31	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	694	44	40	496	9	14	0	25	31	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	694	44	40	496	9	14	0	25	31	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	694	44	40	496	9	14	0	25	31	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	694	44	40	496	9	14	0	25	31	0	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.96	0.04	0.36	0.00	0.64	0.53	0.00	0.47
Final Sat.:	1375	2586	164	1375	2701	49	494	0	881	735	0	640
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.03	0.18	0.18	0.03	0.00	0.03	0.04	0.00	0.04
Crit Volume:		369		40					39			58
Crit Moves:		****		****					****			****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #104 Five Star & Destiny Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.204
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	92	2	80	122	13	13	0	3	2	1	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	92	2	80	122	13	13	0	3	2	1	137
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:	1	92	2	80	122	13	13	0	3	2	1	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	92	2	80	122	13	13	0	3	2	1	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	92	2	80	122	13	13	0	3	2	1	137
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	1.96	0.04	1.00	1.81	0.19	0.81	0.00	0.19	0.67	0.33	1.00
Final Sat.:	1375	2691	59	1375	2485	265	1117	0	258	917	458	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.06	0.05	0.05	0.01	0.00	0.01	0.00	0.00	0.10
Crit Volume:		47		80					16			137
Crit Moves:		****		****					****			****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #105 Lonetree Bl & Adams Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	38	839	18	17	1516	24	30	1	36	15	1	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	839	18	17	1516	24	30	1	36	15	1	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	839	18	17	1516	24	30	1	36	15	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	839	18	17	1516	24	30	1	36	15	1	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	839	18	17	1516	24	30	1	36	15	1	15
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	1.96	0.04	1.00	1.97	0.03	0.97	0.03	1.00	0.49	0.03	0.48
Final Sat.:	1375	2692	58	1375	2707	43	1331	44	1375	665	44	665
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.56	0.56	0.02	0.02	0.03	0.02	0.02	0.02
Crit Volume:	38					770			36			31
Crit Moves:	****					****			****			****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #106 Lonetree Bl & Atherton Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	34	698	0	0	852	12	39	0	202	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:	34	698	0	0	852	12	39	0	202	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:	34	698	0	0	852	12	39	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	698	0	0	852	12	39	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	698	0	0	852	12	39	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2810	40	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.30	0.30	0.03	0.00	0.14	0.00	0.00	0.00
Crit Volume:	34					432			202	0		
Crit Moves:	****					****			****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #107 Lonetree Bl & Grand Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	200	938	17	5	1627	14	27	1	78	7	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	938	17	5	1627	14	27	1	78	7	1	4
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:	200	938	17	5	1627	14	27	1	78	7	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	938	17	5	1627	14	27	1	78	7	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	938	17	5	1627	14	27	1	78	7	1	4
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	1.96	0.04	1.00	1.98	0.02	0.96	0.04	1.00	0.59	0.08	0.33
Final Sat.:	1375	2701	49	1375	2727	23	1326	49	1375	802	115	458
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.00	0.60	0.60	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	200					821			78		12	
Crit Moves:	****					****			****		****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #108 Lonetree Bl & Redwood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	141	807	30	51	1456	77	89	2	113	29	5	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:	141	807	30	51	1456	77	89	2	113	29	5	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:	141	807	30	51	1456	77	89	2	113	29	5	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	807	30	51	1456	77	89	2	113	29	5	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
FinalVolume:	141	807	30	51	1456	77	89	2	113	29	5	11
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	1.93	0.07	1.00	1.90	0.10	0.98	0.02	1.00	0.65	0.11	0.24
Final Sat.:	1375	2651	99	1375	2612	138	1345	30	1375	886	153	336
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.04	0.56	0.56	0.07	0.07	0.08	0.03	0.03	0.03
Crit Volume:	141					767			113			45
Crit Moves:	****					****			****			****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #109 Lonetree Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	7	672	254	9	1048	1	1	0	4	263	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	672	254	9	1048	1	1	0	4	263	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	672	254	9	1048	1	1	0	4	263	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	672	254	9	1048	1	1	0	4	263	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	672	254	9	1048	1	1	0	4	263	1	8
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	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.18	0.01	0.38	0.00	0.00	0.00	0.00	0.19	0.00	0.01
Crit Volume:	7				524				4	263		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #110 Park Dr & Blaydon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 0 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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	3	21	2	53	86	597	11	7	318	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	3	21	2	53	86	597	11	7	318	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	3	21	2	53	86	597	11	7	318	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	3	21	2	53	86	597	11	7	318	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	3	21	2	53	86	597	11	7	318	21
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:	0.33	0.17	0.50	0.27	0.03	0.70	1.00	1.96	0.04	1.00	1.88	0.12
Final Sat.:	475	238	713	394	38	994	1425	2798	52	1425	2673	177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.06	0.21	0.21	0.00	0.12	0.12
Crit Volume:	2				76			304		7		
Crit Moves:	****				****			****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #111 Park Dr & Quarry Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	82	1336	6	13	1027	41	43	4	31	12	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1336	6	13	1027	41	43	4	31	12	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1336	6	13	1027	41	43	4	31	12	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1336	6	13	1027	41	43	4	31	12	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1336	6	13	1027	41	43	4	31	12	0	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	0.91	0.09	1.00	0.67	0.00	0.33
Final Sat.:	1375	2738	12	1375	2644	106	1258	117	1375	917	0	458
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.01	0.39	0.39	0.03	0.03	0.02	0.01	0.00	0.01
Crit Volume:			671	13				47				18
Crit Moves:			****	****				****				****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #112 Park Dr & Farrier Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	349	755	0	0	582	68	41	0	244	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:	349	755	0	0	582	68	41	0	244	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:	349	755	0	0	582	68	41	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	755	0	0	582	68	41	0	244	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	755	0	0	582	68	41	0	244	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2552	298	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.00	0.00	0.23	0.23	0.03	0.00	0.17	0.00	0.00	0.00
Crit Volume:	349				325				244	0		
Crit Moves:	****				****				****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #113 Park Dr & King Pine Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	24	1339	25		27	1036	7		7	1	9		31	0	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	1339	25		27	1036	7		7	1	9		31	0	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	24	1339	25		27	1036	7		7	1	9		31	0	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	1339	25		27	1036	7		7	1	9		31	0	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	24	1339	25		27	1036	7		7	1	9		31	0	15	
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	1.96	0.04		1.00	1.99	0.01		0.88	0.12	1.00		1.00	0.00	1.00	
Final Sat.:	1425	2798	52		1425	2831	19		1247	178	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.48	0.48		0.02	0.37	0.37		0.01	0.01	0.01		0.02	0.00	0.01	
Crit Volume:			682		27						9		31			
Crit Moves:			****		****						****		****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #114 Park Dr & Shelton

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	116	1017	64		6	567	3		8	0	67		34	4	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	116	1017	64		6	567	3		8	0	67		34	4	1	
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:	116	1017	64		6	567	3		8	0	67		34	4	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	1017	64		6	567	3		8	0	67		34	4	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	116	1017	64		6	567	3		8	0	67		34	4	1	
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	2.98	0.02		1.00	0.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	3881	244		1375	4103	22		1375	0	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.26	0.26		0.00	0.14	0.14		0.01	0.00	0.05		0.02	0.00	0.00	
Crit Volume:		360				6					67		34			
Crit Moves:		****				****					****		****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #115 Park Dr & Victory Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	37	1032	6	61	563	12	75	5	12	26	14	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1032	6	61	563	12	75	5	12	26	14	71
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:	37	1032	6	61	563	12	75	5	12	26	14	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1032	6	61	563	12	75	5	12	26	14	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1032	6	61	563	12	75	5	12	26	14	71
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	2.98	0.02	1.00	2.94	0.06	0.94	0.06	1.00	0.65	0.35	1.00
Final Sat.:	1375	4101	24	1375	4039	86	1289	86	1375	894	481	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.04	0.14	0.14	0.06	0.06	0.01	0.03	0.03	0.05
Crit Volume:			346	61				80				71
Crit Moves:			****	****				****				****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #116 Park Dr & Wykford Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	223	348	677	0	0	392	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	223	348	677	0	0	392	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	223	348	677	0	0	392	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	223	348	677	0	0	392	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	223	348	677	0	0	392	23
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	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2850	0	1425	2850	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.16	0.12	0.24	0.00	0.00	0.14	0.02
Crit Volume:	0					223	174				196	
Crit Moves:						****	****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #117 Park Dr & Twin Oaks/ Boardwalk

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	66	777	19	25	598	32	65	2	59	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	777	19	25	598	32	65	2	59	4	0	2
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:	66	777	19	25	598	32	65	2	59	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	777	19	25	598	32	65	2	59	4	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	777	19	25	598	32	65	2	59	4	0	2
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	1.95	0.05	1.00	1.90	0.10	0.52	0.01	0.47	1.00	0.00	1.00
Final Sat.:	1375	2684	66	1375	2610	140	709	22	644	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.02	0.23	0.23	0.09	0.09	0.09	0.00	0.00	0.00
Crit Volume:			398		25				126		4	
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #118 Park Dr & Safeway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 1	1 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	1281	109	85	1046	115	0	0	70	0	0	219
Growth Adj:	1.00	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	1281	109	85	1046	115	0	0	70	0	0	219
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	1281	109	85	1046	115	0	0	70	0	0	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	109	85	1046	115	0	0	70	0	0	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	109	85	1046	115	0	0	70	0	0	219
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:	0.00	1.84	0.16	1.00	1.80	0.20	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	2534	216	1375	2478	272	0	0	1375	0	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.06	0.42	0.42	0.00	0.00	0.05	0.00	0.00	0.16
Crit Volume:			695		85				0			219
Crit Moves:			****	****				****				****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #119 South Whitney & Five Star Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	6	246	32	287	179	12	55	15	5	38	23	280
Growth Adj:	1.00	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	246	32	287	179	12	55	15	5	38	23	280
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	246	32	287	179	12	55	15	5	38	23	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	246	32	287	179	12	55	15	5	38	23	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	246	32	287	179	12	55	15	5	38	23	280
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	1.77	0.23	1.00	1.87	0.13	1.00	0.75	0.25	1.00	1.00	1.00
Final Sat.:	1375	2433	317	1375	2577	173	1375	1031	344	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.21	0.07	0.07	0.04	0.01	0.01	0.03	0.02	0.20
Crit Volume:			139	287			55					280
Crit Moves:			****	****			****					****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #120 Spring Creek Dr & Broken Rail Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.053
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	1 0	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	49	9	2	36	0	5	0	10	4	0	4
Growth Adj:	1.00	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	49	9	2	36	0	5	0	10	4	0	4
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	49	9	2	36	0	5	0	10	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	9	2	36	0	5	0	10	4	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	9	2	36	0	5	0	10	4	0	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.84	0.16	0.05	0.95	0.00	0.33	0.00	0.67	0.50	0.00	0.50
Final Sat.:	0	1267	233	79	1421	0	500	0	1000	750	0	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.03	0.03	0.00	0.01	0.00	0.01	0.01	0.00	0.01
Crit Volume:			58	2					15	4		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #121 Stanford Ranch Rd & Cobblestone Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	659	19	42	490	59	27	5	8	35	11	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:	15	659	19	42	490	59	27	5	8	35	11	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:	15	659	19	42	490	59	27	5	8	35	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	659	19	42	490	59	27	5	8	35	11	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
FinalVolume:	15	659	19	42	490	59	27	5	8	35	11	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	1.94	0.06	1.00	1.79	0.21	0.68	0.12	0.20	0.62	0.19	0.19
Final Sat.:	1425	2770	80	1425	2544	306	962	178	285	875	275	275
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.03	0.19	0.19	0.03	0.03	0.03	0.04	0.04	0.04
Crit Volume:		339			42			27			57	
Crit Moves:		****			****			****			****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #122 Stanford Ranch Rd & Darby Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	80	2	30	47	8	49	80	1116	235	39	674	69
Growth Adj:	1.00	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	2	30	47	8	49	80	1116	235	39	674	69
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	2	30	47	8	49	80	1116	235	39	674	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2	30	47	8	49	80	1116	235	39	674	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2	30	47	8	49	80	1116	235	39	674	69
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:	0.98	0.02	1.00	0.45	0.08	0.47	1.00	1.65	0.35	1.00	1.81	0.19
Final Sat.:	1341	34	1375	621	106	648	1375	2272	478	1375	2495	255
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.08	0.08	0.08	0.06	0.49	0.49	0.03	0.27	0.27
Crit Volume:		82			104				676	39		
Crit Moves:		****			****				****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #123 Stanford Ranch Rd & Park Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	174	531	87	234	379	156	291	704	140	122	573	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	531	87	234	379	156	291	704	140	122	573	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	531	87	234	379	156	291	704	140	122	573	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	531	87	234	379	156	291	704	140	122	573	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	531	87	234	379	156	291	704	140	122	573	301
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	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.06	0.09	0.14	0.11	0.21	0.26	0.10	0.09	0.21	0.22
Crit Volume:		265		117			291					301
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #124 Stanford Ranch Rd & Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	126	1284	60	40	1116	61	85	2	202	90	2	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1284	60	40	1116	61	85	2	202	90	2	64
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:	126	1284	60	40	1116	61	85	2	202	90	2	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1284	60	40	1116	61	85	2	202	90	2	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1284	60	40	1116	61	85	2	202	90	2	64
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	2.87	0.13	1.00	2.84	0.16	1.95	0.05	1.00	0.98	0.02	1.00
Final Sat.:	1375	3941	184	1375	3911	214	2687	63	1375	1345	30	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.03	0.29	0.29	0.03	0.03	0.15	0.07	0.07	0.05
Crit Volume:	126				392				202		92	
Crit Moves:	****				****				****		****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #125 Stanford Ranch Rd & Stoney Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	92	671	132	11	533	14	17	17	50	81	12	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	671	132	11	533	14	17	17	50	81	12	4
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:	92	671	132	11	533	14	17	17	50	81	12	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	671	132	11	533	14	17	17	50	81	12	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	671	132	11	533	14	17	17	50	81	12	4
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	1.67	0.33	1.00	1.95	0.05	0.20	0.20	0.60	0.84	0.12	0.04
Final Sat.:	1425	2382	468	1425	2777	73	288	288	848	1190	176	59
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.01	0.19	0.19	0.06	0.06	0.06	0.07	0.07	0.07
Crit Volume:			402		11				84	81		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #126 Stanford Ranch Rd & Victory Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 0 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 1	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	76	0	97	57	1046	0	0	994	77
Growth Adj:	1.00	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	76	0	97	57	1046	0	0	994	77
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	76	0	97	57	1046	0	0	994	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	97	57	1046	0	0	994	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	0	97	57	1046	0	0	994	77
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	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	1425	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.04	0.24	0.00	0.00	0.23	0.05
Crit Volume:	0					97	57				331	
Crit Moves:						****	****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #127 Stanford Ranch Rd & West Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	22	581	255	187	104	80	289	1018	9	82	539	173
Growth Adj:	1.00	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	581	255	187	104	80	289	1018	9	82	539	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	581	255	187	104	80	289	1018	9	82	539	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	581	255	187	104	80	289	1018	9	82	539	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	581	255	187	104	80	289	1018	9	82	539	173
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.19	0.14	0.04	0.06	0.21	0.25	0.01	0.06	0.13	0.13
Crit Volume:		291		187			289				180	
Crit Moves:	****			****			****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #128 Sunset Bl & Atherton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	0	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	392	104	78	185	18	209	227	1212	68	21	1825	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	104	78	185	18	209	227	1212	68	21	1825	537
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:	392	104	78	185	18	209	227	1212	68	21	1825	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	104	78	185	18	209	227	1212	68	21	1825	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	104	78	185	18	209	227	1212	68	21	1825	537
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:	1.58	0.42	1.00	1.00	0.08	0.92	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2173	577	1375	1375	109	1266	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.13	0.17	0.17	0.17	0.29	0.05	0.02	0.44	0.39
Crit Volume:		248				227	227				608	
Crit Moves:	****					****	****				****	

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #129 Sunset Bl & Blue Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ignore			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 1	1	0	0 1 0	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	323	36	326	29	20	4	27	1655	374	398	1688	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	36	326	29	20	4	27	1655	374	398	1688	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	323	36	326	29	20	4	27	1655	0	398	1688	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	36	326	29	20	4	27	1655	0	398	1688	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	323	36	326	29	20	4	27	1655	0	398	1688	58
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.80	0.20	1.00	1.00	0.83	0.17	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2474	276	1375	1375	1146	229	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.24	0.02	0.02	0.02	0.02	0.40	0.00	0.29	0.41	0.04
Crit Volume:	180			29			552			398		
Crit Moves:	****			****			****			****		

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #130 Sunset Bl & Fairway Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	0	0	1! 0 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	140	32	209	13	19	29	63	1400	107	174	1591	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	32	209	13	19	29	63	1400	107	174	1591	13
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:	140	32	209	13	19	29	63	1400	107	174	1591	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	32	209	13	19	29	63	1400	107	174	1591	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	32	209	13	19	29	63	1400	107	174	1591	13
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.21	0.31	0.48	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1425	1425	1425	304	444	677	1425	2850	1425	1425	2827	23
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.15	0.04	0.04	0.04	0.04	0.49	0.08	0.12	0.56	0.56
Crit Volume:	140			61			700			174		
Crit Moves:	****			****			****			****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #131 Sunset Bl & Little Rock

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	39	0	25	26	1	43	146	1631	49	75	1791	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	25	26	1	43	146	1631	49	75	1791	4
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	0	25	26	1	43	146	1631	49	75	1791	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	25	26	1	43	146	1631	49	75	1791	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	25	26	1	43	146	1631	49	75	1791	4
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	0.00	1.00	0.37	0.01	0.62	1.00	2.91	0.09	1.00	2.99	0.01
Final Sat.:	1375	0	1375	511	20	845	1375	4005	120	1375	4116	9
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.05	0.05	0.05	0.11	0.41	0.41	0.05	0.44	0.44
Crit Volume:	39					70	146					598
Crit Moves:	****					****	****					****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #132 Sunset Bl & Park Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 158 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	722	652	116	278	440	111	438	1316	346	461	1366	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:	722	652	116	278	440	111	438	1316	346	461	1366	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	722	652	116	278	440	111	438	1316	0	461	1366	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	652	116	278	440	111	438	1316	0	461	1366	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	722	652	116	278	440	111	438	1316	0	461	1366	179
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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.26	0.16	0.08	0.10	0.11	0.08	0.16	0.32	0.00	0.17	0.33	0.13
Crit Volume:	361				147			439		231		
Crit Moves:	****				****			****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #133 Sunset Bl & Pebble Creek

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	26	12	29		58	5	146		205	1472	31		73	1695	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	12	29		58	5	146		205	1472	31		73	1695	62	
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:	26	12	29		58	5	146		205	1472	31		73	1695	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	12	29		58	5	146		205	1472	31		73	1695	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	26	12	29		58	5	146		205	1472	31		73	1695	62	
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:	0.39	0.18	0.43		0.28	0.02	0.70		1.00	2.94	0.06		1.00	2.89	0.11	
Final Sat.:	553	255	617		395	34	995		1425	4187	88		1425	4124	151	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.15	0.15	0.15		0.14	0.35	0.35		0.05	0.41	0.41	
Crit Volume:	26						209		205					586		
Crit Moves:	****						****		****					****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #134 Sunset Bl & Stanford Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	502	599	290		254	427	137		91	1059	396		348	1163	225	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	502	599	290		254	427	137		91	1059	396		348	1163	225	
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:	502	599	290		254	427	137		91	1059	396		348	1163	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	502	599	290		254	427	137		91	1059	396		348	1163	225	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	502	599	290		254	427	137		91	1059	396		348	1163	225	
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	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.15	0.21		0.09	0.10	0.10		0.03	0.26	0.29		0.13	0.28	0.16	
Crit Volume:			290		127						396		174			
Crit Moves:			****		****						****		****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #135 Sunset Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.112
Loss Time (sec): 0 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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	47	229	234	763	153	122	68	1016	6	194	1278	562
Growth Adj:	1.00	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	229	234	763	153	122	68	1016	6	194	1278	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	47	229	234	763	153	122	68	1016	0	194	1278	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	229	234	763	153	122	68	1016	0	194	1278	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	47	229	234	763	153	122	68	1016	0	194	1278	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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.17	0.55	0.06	0.09	0.05	0.25	0.00	0.14	0.31	0.00
Crit Volume:			234	763				339		194		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #136 W Stanford Ranch Rd & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.240
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	105	1125	160	439	506	377	789	483	130	222	518	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1125	160	439	506	377	789	483	130	222	518	322
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:	105	1125	160	439	506	377	789	483	130	222	518	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1125	160	439	506	377	789	483	130	222	518	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1125	160	439	506	377	789	483	130	222	518	322
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	4125	1375	2750	2750	1375	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.12	0.16	0.18	0.27	0.57	0.18	0.09	0.08	0.19	0.23
Crit Volume:		375		220			789					322
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	0 2	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	14	441	0	603	128	505	601	649	13	1	259	355
Growth Adj:	1.00	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	441	0	603	128	505	601	649	13	1	259	355
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	441	0	603	128	505	601	649	13	1	259	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	441	0	603	128	505	601	649	13	1	259	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	441	0	603	128	505	601	649	13	1	259	355
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	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	1375	2750	2750	2750	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.22	0.09	0.18	0.22	0.24	0.01	0.00	0.06	0.26
Crit Volume:		221		302			301					355
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #138 Whitney Ranch Pkwy & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	1	25	3	0	7	7	664	91	45	372	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1	25	3	0	7	7	664	91	45	372	14
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:	53	1	25	3	0	7	7	664	91	45	372	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1	25	3	0	7	7	664	91	45	372	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1	25	3	0	7	7	664	91	45	372	14
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:	0.67	0.01	0.32	0.30	0.00	0.70	1.00	1.76	0.24	1.00	1.93	0.07
Final Sat.:	956	18	451	428	0	998	1425	2506	344	1425	2747	103
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.26	0.26	0.03	0.14	0.14
Crit Volume:		79		3					378	45		
Crit Moves:		****		****					****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #139 Whitney Ranch Pkwy & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	66	1	18	0	0	6	1	606	85	16	358	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:	66	1	18	0	0	6	1	606	85	16	358	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:	66	1	18	0	0	6	1	606	85	16	358	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1	18	0	0	6	1	606	85	16	358	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1	18	0	0	6	1	606	85	16	358	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:	0.99	0.01	1.00	0.00	0.00	1.00	1.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	1354	21	1375	0	0	1375	1375	2412	338	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.00	0.00	0.00	0.00	0.25	0.25	0.01	0.13	0.00
Crit Volume:		67				6		346		16		
Crit Moves:	****					****		****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #140 Whitney Ranch Pkwy & Spring Creek Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	13	2	2	4	2	37	43	755	16	1	417	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2	2	4	2	37	43	755	16	1	417	13
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:	13	2	2	4	2	37	43	755	16	1	417	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2	2	4	2	37	43	755	16	1	417	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2	2	4	2	37	43	755	16	1	417	13
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.12	0.12	0.09	0.05	0.86	1.00	1.96	0.04	1.00	1.94	0.06
Final Sat.:	1090	168	168	133	66	1226	1425	2791	59	1425	2764	86
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.03	0.03	0.27	0.27	0.00	0.15	0.15
Crit Volume:	13					43		386		1		
Crit Moves:	****					****		****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #141 Wildcat Bl & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	1	1266	134	44	1187	1	1	36	2	69	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1266	134	44	1187	1	1	36	2	69	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1266	134	44	1187	1	1	36	2	69	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1266	134	44	1187	1	1	36	2	69	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1266	134	44	1187	1	1	36	2	69	7	24
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	1.81	0.19	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.23	0.77
Final Sat.:	1375	2487	263	1375	2748	2	1375	1375	1375	1375	310	1065
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.03	0.43	0.43	0.00	0.03	0.00	0.05	0.02	0.02
Crit Volume:		700		44				36		69		
Crit Moves:		****		****				****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	363	744	49	84	357	208	428	699	391	49	322	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	744	49	84	357	208	428	699	391	49	322	101
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:	363	744	49	84	357	208	428	699	391	49	322	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	744	49	84	357	208	428	699	391	49	322	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	744	49	84	357	208	428	699	391	49	322	101
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	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.04	0.06	0.13	0.15	0.16	0.17	0.28	0.02	0.12	0.07
Crit Volume:	363					208			391	25		
Crit Moves:	****					****			****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #143 Wildcat Bl & S High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	68	1103	147	11	593	47	24	1	36	102	1	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:	68	1103	147	11	593	47	24	1	36	102	1	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:	68	1103	147	11	593	47	24	1	36	102	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1103	147	11	593	47	24	1	36	102	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1103	147	11	593	47	24	1	36	102	1	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	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:	0.05	0.40	0.11	0.01	0.22	0.03	0.02	0.00	0.03	0.07	0.00	0.00
Crit Volume:		552		11					36	102		
Crit Moves:		****		****					****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #144 Wildcat Bl & N High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1102	1	10	583	0	0	0	0	53	0	7
Growth Adj:	1.00	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	1102	1	10	583	0	0	0	0	53	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1102	1	10	583	0	0	0	0	53	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1102	1	10	583	0	0	0	0	53	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1102	1	10	583	0	0	0	0	53	0	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.01	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:		551		10					0	53		
Crit Moves:		****		****						****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #145 Wildcat Bl & Ranch View Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	2	1120	55	28	527	77	485	31	6	46	3	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1120	55	28	527	77	485	31	6	46	3	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1120	55	28	527	77	485	31	6	46	3	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1120	55	28	527	77	485	31	6	46	3	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1120	55	28	527	77	485	31	6	46	3	34
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.75	0.25	1.00	0.84	0.16	1.00	0.08	0.92
Final Sat.:	1375	2621	129	1375	2399	351	1375	1152	223	1375	111	1264
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.22	0.22	0.35	0.03	0.03	0.03	0.03	0.03
Crit Volume:			588			28			485			37
Crit Moves:			****			****			****			****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #152 Stanford Ranch Rd & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	548	292	602	437	0	0	0	0	141	0	407
Growth Adj:	1.00	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	548	292	602	437	0	0	0	0	141	0	407
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	548	292	602	437	0	0	0	0	141	0	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	292	602	437	0	0	0	0	141	0	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	548	292	602	437	0	0	0	0	141	0	407
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.30	0.70	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1859	991	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.42	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.29
Crit Volume:			420			602			0			407
Crit Moves:		****			****							****

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #153 Whitney Blvd & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	410	0	58	0	0	0	0	330	564	26	138	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:	410	0	58	0	0	0	0	330	564	26	138	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:	410	0	58	0	0	0	0	330	564	26	138	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	0	58	0	0	0	0	330	564	26	138	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	0	58	0	0	0	0	330	564	26	138	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.00	0.12	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1248	0	177	0	0	0	0	1425	1425	1425	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.23	0.40	0.02	0.10	0.00
Crit Volume:			468			0			564		138	
Crit Moves:			****						****		****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #154 Park Dr & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	24	0	159	0	0	0	0	263	36	63	96	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:	24	0	159	0	0	0	0	263	36	63	96	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:	24	0	159	0	0	0	0	263	36	63	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	159	0	0	0	0	263	36	63	96	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	159	0	0	0	0	263	36	63	96	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2507	343	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.11	0.00	0.00	0.00	0.00	0.10	0.10	0.04	0.03	0.00
Crit Volume:			159			0			150		63	
Crit Moves:			****						****		****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #161 Granite Dr & Dominguez Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	110	477	93	78	479	11	109	270	268	202	141	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	477	93	78	479	11	109	270	268	202	141	137
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:	110	477	93	78	479	11	109	270	268	202	141	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	477	93	78	479	11	109	270	268	202	141	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	477	93	78	479	11	109	270	268	202	141	137
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	1.67	0.33	1.00	1.96	0.04	1.00	0.50	0.50	1.00	0.51	0.49
Final Sat.:	1375	2301	449	1375	2688	62	1375	690	685	1375	697	678
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.06	0.18	0.18	0.08	0.39	0.39	0.15	0.20	0.20
Crit Volume:			285	78				538		202		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #162 Sierra College Bl & Dominguez Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	191	1855	91	66	1241	121	162	79	449	50	44	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:	191	1855	91	66	1241	121	162	79	449	50	44	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:	191	1855	91	66	1241	121	162	79	449	50	44	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1855	91	66	1241	121	162	79	449	50	44	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
FinalVolume:	191	1855	91	66	1241	121	162	79	449	50	44	109
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	2.86	0.14	1.00	2.73	0.27	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1375	3932	193	1375	3759	366	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.47	0.47	0.05	0.33	0.33	0.06	0.06	0.33	0.02	0.03	0.08
Crit Volume:			649	66					449	25		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #163 Park Dr & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	60	392	653	25	0	0	0	0	167	0	321
Growth Adj:	1.00	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	60	392	653	25	0	0	0	0	167	0	321
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	60	0	653	25	0	0	0	0	167	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	0	653	25	0	0	0	0	167	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	60	0	653	25	0	0	0	0	167	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.46	0.01	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Volume:		30		653				0		167		
Crit Moves:		****		****						****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #164 Nature Trail Wy & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0 1	0	0	0 0 1	1	0	1 0 1	1	0	1 0 0
Volume Module:												
Base Vol:	13	0	7	0	0	5	19	990	37	18	470	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:	13	0	7	0	0	5	19	990	37	18	470	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:	13	0	7	0	0	5	19	990	37	18	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	7	0	0	5	19	990	37	18	470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	7	0	0	5	19	990	37	18	470	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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1375	0	1375	0	0	1375	1375	1375	1375	1375	1375	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.72	0.03	0.01	0.34	0.00
Crit Volume:	13					5		990		18		
Crit Moves:	****					****		****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #165 Sierra College Bl & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	245	1408	0	0	745	293	432	0	582	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:	245	1408	0	0	745	293	432	0	582	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	245	1408	0	0	745	293	432	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	245	1408	0	0	745	293	432	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	245	1408	0	0	745	293	432	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	2850	2850	0	0	2850	1425	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.49	0.00	0.00	0.26	0.21	0.15	0.00	0.00	0.00	0.00	0.00				
Crit Volume:		704		0			216					0				
Crit Moves:		****		****			****									

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #166 University Ave & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	320	185	41	188	64	490	339	1261	82	37	1684	85				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	320	185	41	188	64	490	339	1261	82	37	1684	85				
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:	320	185	41	188	64	0	339	1261	82	37	1684	85				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	320	185	41	188	64	0	339	1261	82	37	1684	85				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	320	185	41	188	64	0	339	1261	82	37	1684	85				
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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	4125	1375	2750	4125	1375				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.07	0.03	0.07	0.02	0.00	0.12	0.31	0.06	0.01	0.41	0.06				
Crit Volume:		93		94			170				561					
Crit Moves:		****		****			****				****					

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #167 West Oaks Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	50	0	657		0	0	0		0	609	15		167	324	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:	50	0	657		0	0	0		0	609	15		167	324	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:	50	0	657		0	0	0		0	609	15		167	324	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	657		0	0	0		0	609	15		167	324	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	0	657		0	0	0		0	609	15		167	324	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.46		0.00	0.00	0.00		0.00	0.21	0.01		0.12	0.11	0.00	
Crit Volume:			657				0			305			0			
Crit Moves:			****							****			****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #168 West Oaks Bl & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	132	737	0		0	189	0		0	0	69		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:	132	737	0		0	189	0		0	0	69		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:	132	737	0		0	189	0		0	0	69		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	132	737	0		0	189	0		0	0	69		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	132	737	0		0	189	0		0	0	69		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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.:	1425	2850	1425		1425	2850	1425		1425	1425	1425		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.26	0.00		0.00	0.07	0.00		0.00	0.00	0.05		0.00	0.00	0.00	
Crit Volume:		369				0					69		0			
Crit Moves:		****				****					****					

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #169 Laredo Dr & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 2
Volume Module:												
Base Vol:	71	5	11	22	5	147	315	779	172	19	273	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:	71	5	11	22	5	147	315	779	172	19	273	33
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:	71	5	11	22	5	147	315	779	172	19	273	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	5	11	22	5	147	315	779	172	19	273	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	5	11	22	5	147	315	779	172	19	273	33
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2750	2750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.02	0.00	0.11	0.23	0.28	0.13	0.01	0.10	0.01
Crit Volume:	71					147	315				137	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #170 Rocklin Rd & Civic Centr Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	4	0	109	0	0	0	0	1498	6	141	1036	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:	4	0	109	0	0	0	0	1498	6	141	1036	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:	4	0	109	0	0	0	0	1498	6	141	1036	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	109	0	0	0	0	1498	6	141	1036	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	109	0	0	0	0	1498	6	141	1036	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.53	0.00	0.10	0.36	0.00
Crit Volume:			109	0				749		141		
Crit Moves:			****					****		****		

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #171 Pacific St & Civic Center Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1676	116	0	1377	0	0	0	0	99	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1676	116	0	1377	0	0	0	0	99	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1676	116	0	1377	0	0	0	0	99	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1676	116	0	1377	0	0	0	0	99	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1676	116	0	1377	0	0	0	0	99	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.59	0.08	0.00	0.48	0.00	0.00	0.00	0.00	0.07	0.00	0.00				
Crit Volume:		838		0				0		99						
Crit Moves:		****		****						****						

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #201 Rocklin Rd & I-80 EB

Cycle (sec): 100 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 6 Average Delay (sec/veh): 66.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 1	0	0	0	0 0	1	0	2	0 0	0	1	0	1 0
Volume Module:																
Base Vol:	561	0	625	0	0	0	481	1218	0	3	1635	171				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	561	0	625	0	0	0	481	1218	0	3	1635	171				
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:	561	0	625	0	0	0	481	1218	0	3	1635	171				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	561	0	625	0	0	0	481	1218	0	3	1635	171				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	561	0	625	0	0	0	481	1218	0	3	1635	171				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	0.95	0.95	1.00	0.89	0.89	0.89				
Lanes:	1.47	0.00	1.53	0.00	0.00	0.00	1.00	2.00	0.00	0.01	1.80	0.19				
Final Sat.:	2518	0	2611	0	0	0	1805	3610	0	6	3072	321				
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00	0.24	0.00	0.00	0.00	0.27	0.34	0.00	0.53	0.53	0.53				
Crit Moves:			****					****				****				
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.24	0.72	0.00	0.48	0.48	0.48				
Volume/Cap:	1.03	0.00	1.10	0.00	0.00	0.00	1.10	0.47	0.00	1.10	1.10	1.10				
Delay/Veh:	72.9	0.0	99.8	0.0	0.0	0.0	112.5	5.9	0.0	82.5	82.5	82.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	72.9	0.0	99.8	0.0	0.0	0.0	112.5	5.9	0.0	82.5	82.5	82.5				
LOS by Move:	E		A	F	A		A	F		A	F		F			
HCM2kAvgQ:	18		0	21	0		0	24		8	0	44	44	44		

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #202 Rocklin Rd & I-80 WB

Cycle (sec): 100 Critical Vol./Cap.(X): 1.121
Loss Time (sec): 6 Average Delay (sec/veh): 67.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	2	1	1	2	0
Volume Module:												
Base Vol:	0	0	0	117	1	388	0	1573	647	681	1463	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	117	1	388	0	1573	647	681	1463	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	1	388	0	1573	0	681	1463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	1	388	0	1573	0	681	1463	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	1	388	0	1573	0	681	1463	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	1.00	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	4	1611	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.24	0.24	0.00	0.44	0.00	0.38	0.41	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.39	0.00	0.34	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	1.12	1.12	0.00	1.12	0.00	1.12	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	33.8	124	124.5	0.0	95.1	0.0	107.7	6.6	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	33.8	124	124.5	0.0	95.1	0.0	107.7	6.6	0.0
LOS by Move:	A	A	A	C	F	F	A	F	A	F	A	A
HCM2kAvgQ:	0	0	0	3	21	21	0	40	0	34	11	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #203 Sierra College Bl & I-80 WB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 9 Average Delay (sec/veh): 32.9
Optimal Cycle: 87 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	0	3	0	1	1	0
Volume Module:												
Base Vol:	164	1318	313	0	1694	74	80	0	327	584	48	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1318	313	0	1694	74	80	0	327	584	48	264
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:	164	1318	313	0	1694	74	80	0	327	584	48	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1318	313	0	1694	74	80	0	327	584	48	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1318	313	0	1694	74	80	0	327	584	48	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	1.00	0.91	0.85	0.95	1.00	0.85	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.31	1.69
Final Sat.:	1805	5187	1615	0	5187	1615	1805	0	1615	3502	510	2807
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.19	0.00	0.33	0.05	0.04	0.00	0.20	0.17	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.48	0.48	0.00	0.38	0.38	0.23	0.00	0.23	0.19	0.19	0.19
Volume/Cap:	0.86	0.53	0.40	0.00	0.86	0.12	0.19	0.00	0.86	0.86	0.49	0.49
Delay/Veh:	75.4	18.1	16.9	0.0	33.0	20.4	30.9	0.0	55.1	50.3	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	18.1	16.9	0.0	33.0	20.4	30.9	0.0	55.1	50.3	36.5	36.5
LOS by Move:	E	B	B	A	C	C	C	A	E	D	D	D
HCM2kAvgQ:	8	10	6	0	21	1	2	0	13	12	5	5

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #204 Sierra College Bl & I-80 EB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 9 Average Delay (sec/veh): 28.2
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	2	0	1	1	0	0	0	2
Volume Module:												
Base Vol:	0	1585	89	322	1149	131	421	180	116	202	0	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1585	89	322	1149	131	421	180	116	202	0	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1585	89	322	1149	131	421	180	116	202	0	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	89	322	1149	131	421	180	116	202	0	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1585	89	322	1149	131	421	180	116	202	0	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.95	1.00	0.75
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	2.00
Final Sat.:	0	6916	1615	3502	3610	1615	3502	3610	1615	1805	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.06	0.09	0.32	0.08	0.12	0.05	0.07	0.11	0.00	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.37	0.37	0.15	0.51	0.51	0.19	0.16	0.16	0.24	0.00	0.21
Volume/Cap:	0.00	0.63	0.15	0.63	0.62	0.16	0.63	0.32	0.46	0.46	0.00	0.63
Delay/Veh:	0.0	26.6	21.4	42.5	18.1	13.0	39.0	37.9	39.8	33.1	0.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	21.4	42.5	18.1	13.0	39.0	37.9	39.8	33.1	0.0	38.4
LOS by Move:	A	C	C	D	B	B	D	D	D	C	A	D
HCM2kAvgQ:	0	12	2	6	14	2	7	3	4	6	0	7

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #206 Sunset & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 6 Average Delay (sec/veh): 12.3
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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	480	0	181	0	1619	956	0	1894	203
Growth Adj:	1.00	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	480	0	181	0	1619	956	0	1894	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	480	0	181	0	1619	0	0	1894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	181	0	1619	0	0	1894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	480	0	181	0	1619	0	0	1894	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	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.11	0.00	0.45	0.00	0.00	0.52	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.58	0.00	0.60	0.00	0.00	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	40.9	0.0	39.1	0.0	6.3	0.0	0.0	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	0.0	39.1	0.0	6.3	0.0	0.0	7.7	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	0	6	0	12	0	0	17	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #207 Sunset & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 6 Average Delay (sec/veh): 14.4
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	697	0	117		0	0	0		0	1750	349		0	1400	652	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	697	0	117		0	0	0		0	1750	349		0	1400	652	
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:	697	0	117		0	0	0		0	1750	349		0	1400	652	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	697	0	117		0	0	0		0	1750	349		0	1400	652	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	697	0	117		0	0	0		0	1750	349		0	1400	652	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		1.00	0.95	0.85	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	3502	0	1615		0	0	0		0	3610	1615		0	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.07		0.00	0.00	0.00		0.00	0.48	0.22		0.00	0.39	0.40	
Crit Moves:	****									****			****			
Green/Cycle:	0.27	0.00	0.27		0.00	0.00	0.00		0.00	0.67	0.67		0.00	0.67	0.67	
Volume/Cap:	0.73	0.00	0.26		0.00	0.00	0.00		0.00	0.73	0.32		0.00	0.58	0.61	
Delay/Veh:	35.8	0.0	28.8		0.0	0.0	0.0		0.0	11.9	7.3		0.0	9.5	10.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	0.0	28.8		0.0	0.0	0.0		0.0	11.9	7.3		0.0	9.5	10.3	
LOS by Move:	D	A	C		A	A	A		A	B	A		A	A	B	
HCM2kAvgQ:	11	0	3		0	0	0		0	19	5		0	13	12	

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #208 Whitney Ranch Pkwy & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 6 Average Delay (sec/veh): 32.2
Optimal Cycle: 149 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		486	0	676		0	1571	310		0	1751	703	
Growth Adj:	1.00	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		486	0	676		0	1571	310		0	1751	703	
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		486	0	676		0	1571	310		0	1751	703	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		486	0	676		0	1571	310		0	1751	703	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		486	0	676		0	1571	310		0	1751	703	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.92	1.00	0.85		1.00	0.95	0.85		1.00	0.95	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		0	3610	1615		0	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.00	0.42		0.00	0.44	0.19		0.00	0.49	0.44	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.44	0.00	0.44		0.00	0.50	0.50		0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00		0.32	0.00	0.96		0.00	0.86	0.38		0.00	0.96	0.86	
Delay/Veh:	0.0	0.0	0.0		18.6	0.0	52.1		0.0	26.2	15.5		0.0	37.0	31.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		18.6	0.0	52.1		0.0	26.2	15.5		0.0	37.0	31.1	
LOS by Move:	A	A	A		B	A	D		A	C	B		A	D	C	
HCM2kAvgQ:	0	0	0		5	0	26		0	25	6		0	33	22	

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #209 Whitney Ranch Pkwy & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 6 Average Delay (sec/veh): 16.1
Optimal Cycle: 66 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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	373	0	228	0	0	0	0	1454	603	0	2082	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	0	228	0	0	0	0	1454	603	0	2082	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	373	0	228	0	0	0	0	1454	0	0	2082	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	0	228	0	0	0	0	1454	0	0	2082	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	373	0	228	0	0	0	0	1454	0	0	2082	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.14	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.58	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.83	0.00	0.57	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.83	0.00
Delay/Veh:	48.3	0.0	34.9	0.0	0.0	0.0	0.0	8.3	0.0	0.0	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	0.0	34.9	0.0	0.0	0.0	0.0	8.3	0.0	0.0	13.8	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2kAvgQ:	13	0	7	0	0	0	0	12	0	0	26	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #210 Blue Oaks Blvd & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 Average Delay (sec/veh): 27.0
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	573	376	744	126	615	169	0	438	177	505	1121	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	376	744	126	615	169	0	438	177	505	1121	374
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	573	376	744	126	615	0	0	438	177	505	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	376	744	126	615	0	0	438	177	505	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	573	376	744	126	615	0	0	438	177	505	1121	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.95	0.95	1.00	1.00	0.91	0.85	0.92	0.91	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	2842	1805	3610	1900	0	6916	1615	3502	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.26	0.07	0.17	0.00	0.00	0.06	0.11	0.14	0.22	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.36	0.61	0.21	0.29	0.00	0.00	0.11	0.39	0.26	0.37	0.00
Volume/Cap:	0.59	0.29	0.43	0.33	0.59	0.00	0.00	0.56	0.28	0.56	0.59	0.00
Delay/Veh:	31.9	23.1	10.2	33.8	31.1	0.0	0.0	43.0	21.0	33.1	25.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	23.1	10.2	33.8	31.1	0.0	0.0	43.0	21.0	33.1	25.8	0.0
LOS by Move:	C	C	B	C	C	A	A	D	C	C	C	A
HCM2kAvgQ:	8	4	7	3	9	0	0	4	4	8	11	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #211 Blue Oaks Blvd & SR 65 NB Off

Cycle (sec): 100 Critical Vol./Cap.(X): 1.083
Loss Time (sec): 6 Average Delay (sec/veh): 41.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Ignore			Ignore			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 2	0 1		0	1 1	0 1	
Volume Module:														
Base Vol:	123	0	438	0	0	0	0	1539	474		166	1836	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:	123	0	438	0	0	0	0	1539	474		166	1836	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	0	0	0	0	0	0	1539	474		166	1836	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	123	0	0	0	0	0	0	1539	474		166	1836	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	0	0	0	0	0	0	1539	474		166	1836	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00		0.17	1.83	1.00	
Final Sat.:	3502	0	1900	0	0	0	0	3610	1615		298	3297	1900	
Capacity Analysis Module:														
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.29		0.56	0.56	0.00	
Crit Moves:	****							****			****			
Green/Cycle:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39		0.51	0.91	0.00	
Volume/Cap:	1.08	0.00	0.00	0.00	0.00	0.00	0.00	1.08	0.75		1.08	0.61	0.00	
Delay/Veh:	157.0	0.0	0.0	0.0	0.0	0.0	0.0	80.2	30.8		71.8	1.3	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	157.0	0.0	0.0	0.0	0.0	0.0	0.0	80.2	30.8		71.8	1.3	0.0	
LOS by Move:	F	A	A	A	A	A	A	F	C		E	A	A	
HCM2kAvgQ:	5	0	0	0	0	0	0	37	14		47	8	0	

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #212 Pleasant Grove Blvd & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 6 Average Delay (sec/veh): 19.2
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Ovl			Include			Ignore				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	3	0 0	0 2	0	0 0	0 0	0	0 3	0 1		0	0 3	0 1	
Volume Module:														
Base Vol:	603	0	767	0	0	0	0	2042	597		0	2377	215	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	603	0	767	0	0	0	0	2042	597		0	2377	215	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	603	0	767	0	0	0	0	2042	0		0	2377	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	603	0	767	0	0	0	0	2042	0		0	2377	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	603	0	767	0	0	0	0	2042	0		0	2377	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.49	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00		1.00	0.91	1.00	
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	2803	0	2842	0	0	0	0	5187	1900		0	5187	1900	
Capacity Analysis Module:														
Vol/Sat:	0.22	0.00	0.27	0.00	0.00	0.00	0.00	0.39	0.00		0.00	0.46	0.00	
Crit Moves:			****				****					****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.59	0.00		0.00	0.59	0.00	
Volume/Cap:	0.62	0.00	0.77	0.00	0.00	0.00	0.00	0.67	0.00		0.00	0.77	0.00	
Delay/Veh:	28.3	0.0	33.0	0.0	0.0	0.0	0.0	14.3	0.0		0.0	16.7	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.3	0.0	33.0	0.0	0.0	0.0	0.0	14.3	0.0		0.0	16.7	0.0	
LOS by Move:	C	A	C	A	A	A	A	B	A		A	B	A	
HCM2kAvgQ:	6	0	14	0	0	0	0	16	0		0	21	0	

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #213 Pleasant Grove Blvd & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 6 Average Delay (sec/veh): 9.4
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	2	0	3	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	323	0	526	0	2323	395	0	2093	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	323	0	526	0	2323	395	0	2093	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	323	0	0	0	2323	0	0	2093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	0	0	2323	0	0	2093	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	323	0	0	0	2323	0	0	2093	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	0.60	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2285	0	3344	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.45	0.00	0.00	0.40	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	37.4	0.0	0.0	0.0	7.7	0.0	0.0	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.4	0.0	0.0	0.0	7.7	0.0	0.0	7.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	0	0	14	0	0	11	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #214 Stanford Ranch Rd & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 6 Average Delay (sec/veh): 14.3
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	3	0	1	0	0	0	1
Volume Module:												
Base Vol:	1048	1659	0	0	2057	179	0	0	323	0	0	1001
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1048	1659	0	0	2057	179	0	0	323	0	0	1001
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1048	1659	0	0	2057	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1048	1659	0	0	2057	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1048	1659	0	0	2057	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5187	0	0	5187	1900	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.30	0.32	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.40	0.94	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.74	0.34	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	27.4	0.3	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	0.3	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	15	2	0	0	19	0	0	0	0	0	0	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #215 Stanford Ranch Rd & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	2792	524	619	1864	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2792	524	619	1864	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2792	0	619	1864	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2792	0	619	1864	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2792	0	619	1864	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	5187	1900	3502	5187	0	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.18	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.71	0.00	0.23	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.00	0.76	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.2	0.0	40.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	0.0	40.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	21	0	11	2	0	0	0	0	0	0	0

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #301 Sierra College Bl & Brace Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 6 Average Delay (sec/veh): 36.7
Optimal Cycle: 131 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1633	304	505	1164	0	0	0	60	284	0	368
Growth Adj:	1.00	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	1633	304	505	1164	0	0	0	60	284	0	368
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	1633	304	505	1164	0	0	0	60	284	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1633	304	505	1164	0	0	0	60	284	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1633	304	505	1164	0	0	0	60	284	0	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.91	0.91	1.00	1.00	0.87	0.95	1.00	0.85
Lanes:	0.00	2.53	0.47	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4268	795	1805	5187	0	0	0	1644	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.28	0.22	0.00	0.00	0.00	0.04	0.16	0.00	0.23
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.40	0.40	0.30	0.70	0.00	0.00	0.00	0.05	0.20	0.00	0.24
Volume/Cap:	0.00	0.95	0.95	0.95	0.32	0.00	0.00	0.00	0.81	0.81	0.00	0.95
Delay/Veh:	0.0	38.9	38.9	60.8	5.9	0.0	0.0	0.0	92.8	51.2	0.0	69.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.9	38.9	60.8	5.9	0.0	0.0	0.0	92.8	51.2	0.0	69.6
LOS by Move:	A	D	D	E	A	A	A	A	F	D	A	E
HCM2kAvgQ:	0	26	26	20	5	0	0	0	4	11	0	16

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

City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

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Intersection #302 Sierra College Bl & Taylor Rd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 12 Average Delay (sec/veh): 55.9
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	225	1481	288	122	1022	179	261	444	299	336	294	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	1481	288	122	1022	179	261	444	299	336	294	107
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:	225	1481	288	122	1022	179	261	444	299	336	294	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1481	288	122	1022	179	261	444	299	336	294	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	1481	288	122	1022	179	261	444	299	336	294	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.18	0.07	0.28	0.11	0.14	0.23	0.19	0.19	0.15	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.40	0.40	0.07	0.33	0.33	0.20	0.23	0.23	0.18	0.21	0.21
Volume/Cap:	0.87	1.02	0.44	1.02	0.87	0.34	0.73	1.02	0.81	1.02	0.73	0.31
Delay/Veh:	67.7	58.7	22.2	134.4	39.0	26.0	44.8	86.9	48.9	95.7	43.2	33.7
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:	67.7	58.7	22.2	134.4	39.0	26.0	44.8	86.9	48.9	95.7	43.2	33.7
LOS by Move:	E	E	C	F	D	C	D	F	D	F	D	C
HCM2kAvgQ:	10	33	7	7	19	4	9	20	11	16	10	3

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

****

Intersection #304 Sierra College Bl & King Rd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 12 Average Delay (sec/veh): 35.5
Optimal Cycle: 102 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	2	1257	40	346	781	18	173	46	4	15	4	150
Growth Adj:	1.00	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	1257	40	346	781	18	173	46	4	15	4	150
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	1257	40	346	781	18	173	46	4	15	4	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1257	40	346	781	18	173	46	4	15	4	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1257	40	346	781	18	173	46	4	15	4	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88
Lanes:	1.00	1.94	0.06	1.00	1.95	0.05	0.77	0.21	0.02	0.09	0.02	0.89
Final Sat.:	1805	3481	111	1805	3518	81	1417	377	33	148	39	1478
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.19	0.22	0.22	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:		****		****					****			****
Green/Cycle:	0.00	0.41	0.41	0.22	0.62	0.62	0.14	0.14	0.14	0.12	0.12	0.12
Volume/Cap:	0.36	0.88	0.88	0.88	0.36	0.36	0.88	0.88	0.88	0.88	0.88	0.88
Delay/Veh:	84.6	33.9	33.9	58.1	9.2	9.2	70.5	70.5	70.5	78.2	78.2	78.2
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:	84.6	33.9	33.9	58.1	9.2	9.2	70.5	70.5	70.5	78.2	78.2	78.2
LOS by Move:	F	C	C	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	23	23	14	6	6	10	10	10	8	8	8

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #305 Taylor Rd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	286	473	237	33	322	101	91	291	235	121	96	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	473	237	33	322	101	91	291	235	121	96	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	473	237	33	322	101	91	291	235	121	96	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	473	237	33	322	101	91	291	235	121	96	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	473	237	33	322	101	91	291	235	121	96	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	1.33	0.67	1.00	1.52	0.48	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	2285	1145	1805	2649	831	1805	1900	1615	1805	1337	487
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.02	0.12	0.12	0.05	0.15	0.15	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.28	0.45	0.45	0.04	0.21	0.21	0.16	0.27	0.27	0.12	0.23	0.23
Volume/Cap:	0.57	0.46	0.46	0.46	0.57	0.57	0.32	0.57	0.54	0.57	0.32	0.32
Delay/Veh:	32.4	19.1	19.1	51.5	36.2	36.2	37.8	33.0	32.6	45.3	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	19.1	19.1	51.5	36.2	36.2	37.8	33.0	32.6	45.3	32.6	32.6
LOS by Move:	C	B	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	2	7	7	3	8	7	4	3	3

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #306 Taylor Rd & Horseshoe Bar

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 9 Average Delay (sec/veh): 80.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	618	180	462	470	4	13	7	5	139	8	472
Growth Adj:	1.00	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	618	180	462	470	4	13	7	5	139	8	472
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	618	180	462	470	4	13	7	5	139	8	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	618	180	462	470	4	13	7	5	139	8	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	618	180	462	470	4	13	7	5	139	8	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.96	0.96	0.85
Lanes:	1.00	0.77	0.23	1.00	0.99	0.01	0.52	0.28	0.20	0.95	0.05	1.00
Final Sat.:	1805	1421	414	1805	1882	16	937	505	360	1716	99	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.26	0.25	0.25	0.01	0.01	0.01	0.08	0.08	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.40	0.40	0.23	0.62	0.62	0.01	0.01	0.01	0.27	0.27	0.27
Volume/Cap:	0.40	1.10	1.10	1.10	0.40	0.40	1.10	1.10	1.10	0.30	0.30	1.10
Delay/Veh:	62.0	92.6	92.6	110.4	9.9	9.9	269.2	269	269.2	29.6	29.6	108.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	92.6	92.6	110.4	9.9	9.9	269.2	269	269.2	29.6	29.6	108.3
LOS by Move:	E	F	F	F	A	A	F	F	F	C	C	F
HCM2kAvgQ:	1	37	37	23	7	7	3	3	3	4	4	24

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

City of Rocklin General Plan Update
2030 No Project Conditions
With DKS Assumed Future Intersection Geometrics

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

Intersection #307 Rocklin Rd & Barton Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 0 Average Delay (sec/veh): 23.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	261	112	0	0	104	132	429	0	507	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:	261	112	0	0	104	132	429	0	507	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:	261	112	0	0	104	132	429	0	507	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	261	112	0	0	104	132	429	0	507	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	261	112	0	0	104	132	429	0	507	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	467	497	0	0	242	308	529	0	641	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.56	0.23	xxxx	xxxx	0.43	0.43	0.81	xxxx	0.79	xxxx	xxxx	xxxx				
Crit Moves:	****					****	****									
Delay/Veh:	19.1	11.7	0.0	0.0	14.1	14.1	32.0	0.0	25.7	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	19.1	11.7	0.0	0.0	14.1	14.1	32.0	0.0	25.7	0.0	0.0	0.0				
LOS by Move:	C	B	*	*	B	B	D	*	D	*	*	*				
ApproachDel:	16.9				14.1			28.6			xxxxxx					
Delay Adj:	1.00				1.00			1.00			xxxxx					
ApprAdjDel:	16.9				14.1			28.6			xxxxxx					
LOS by Appr:	C				B			D			*					
AllWayAvgQ:	1.1	0.3	0.0	0.7	0.7	0.7	3.3	0.0	3.1	0.0	0.0	0.0				

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

City of Rocklin General Plan Update
2030 No Project Conditions
With DKS Assumed Future Intersection Geometrics

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

Intersection #308 Barton Rd & Brace Rd

Average Delay (sec/veh): 61.9 Worst Case Level Of Service: F[257.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	205	0	129	0	0	0	0	541	173	181	191	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:	205	0	129	0	0	0	0	541	173	181	191	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:	205	0	129	0	0	0	0	541	173	181	191	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	205	0	129	0	0	0	0	541	173	181	191	0				
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1181	1181	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	714	xxxx	xxxxx				
Potent Cap.:	212	192	487	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	895	xxxx	xxxxx				
Move Cap.:	175	149	487	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	895	xxxx	xxxxx				
Volume/Cap:	1.17	0.00	0.26	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	10.0	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	233	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	19.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx				
Shrd ConDel:	xxxxx	258	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx				
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*				
ApproachDel:	257.9			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	F			*			*			*						

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

City of Rocklin General Plan Update
2030 No Project Conditions
With DKS Assumed Future Intersection Geometrics

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

Intersection #309 Horseshoe Bar Rd & I-80 WB Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): 26.4
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	291	563	175	47	267	537	82	46	174	70	49	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:	291	563	175	47	267	537	82	46	174	70	49	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	563	175	47	267	537	82	46	174	70	49	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	563	175	47	267	537	82	46	174	70	49	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	563	175	47	267	537	82	46	174	70	49	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.85	0.95	0.89	0.89
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	0.64	0.36	1.00	1.00	0.26	0.74
Final Sat.:	1805	2655	825	1805	1900	1615	1179	662	1615	1805	438	1251
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.03	0.14	0.33	0.07	0.07	0.11	0.04	0.11	0.11
Crit Moves:	****					****			****		****	
Green/Cycle:	0.23	0.62	0.62	0.08	0.47	0.47	0.15	0.15	0.15	0.16	0.16	0.16
Volume/Cap:	0.71	0.34	0.34	0.34	0.30	0.71	0.46	0.46	0.71	0.25	0.71	0.71
Delay/Veh:	41.6	9.4	9.4	45.4	16.8	24.6	39.9	39.9	49.9	37.4	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	9.4	9.4	45.4	16.8	24.6	39.9	39.9	49.9	37.4	48.9	48.9
LOS by Move:	D	A	A	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	10	6	6	2	5	14	4	4	7	2	7	7

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

City of Rocklin General Plan Update
2030 No Project Conditions
With DKS Assumed Future Intersection Geometrics

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

Intersection #310 Horseshoe Bar Rd & I-80 EB Ramp

Average Delay (sec/veh): 29.8 Worst Case Level Of Service: F[103.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	653	292	119	450	0	0	0	0	189	0	409								
Growth Adj:	1.00	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	653	292	119	450	0	0	0	0	189	0	409								
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	653	292	119	450	0	0	0	0	189	0	409								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	653	292	119	450	0	0	0	0	189	0	409								
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	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	1341	xxxx	653								
Potent Cap.:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	471								
Move Cap.:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	471								
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	1.29	xxxx	0.87								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	11.4	xxxx	9.1								
Control Del:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	228.8	xxxx	45.2								
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	E								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			103.3										
ApproachLOS:	*			*			*			F										

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #501 E Lincoln Pkwy & Twelve Bridges

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	12	950	156	57	228	418	647	763	3	81	578	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	950	156	57	228	418	647	763	3	81	578	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	950	156	57	228	418	647	763	3	81	578	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	950	156	57	228	418	647	763	3	81	578	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	950	156	57	228	418	647	763	3	81	578	92
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	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.11	0.04	0.08	0.30	0.24	0.28	0.00	0.06	0.21	0.07
Crit Volume:		475			57			324			289	
Crit Moves:		****			****			****			****	

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #1216 Sierra College Blvd & SR 193

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 9 Average Delay (sec/veh): 34.8
Optimal Cycle: 119 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:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	1078	5	298	4	4	8	5	522	599	129	371	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:	1078	5	298	4	4	8	5	522	599	129	371	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:	1078	5	298	4	4	8	5	522	599	129	371	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1078	5	298	4	4	8	5	522	599	129	371	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
FinalVolume:	1078	5	298	4	4	8	5	522	599	129	371	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.91	0.91	0.91	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.99	0.01	1.00	0.25	0.25	0.50	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	2689	12	1615	432	432	863	1805	3610	1615	1805	2921	598
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.18	0.01	0.01	0.01	0.00	0.14	0.37	0.07	0.13	0.13
Crit Moves:		****							****	****		
Green/Cycle:	0.43	0.43	0.51	0.43	0.43	0.43	0.01	0.40	0.40	0.08	0.47	0.47
Volume/Cap:	0.93	0.93	0.36	0.02	0.02	0.02	0.27	0.36	0.93	0.93	0.27	0.27
Delay/Veh:	39.3	39.3	15.0	16.3	16.3	16.3	57.0	21.2	48.1	100.3	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	39.3	15.0	16.3	16.3	16.3	57.0	21.2	48.1	100.3	16.3	16.3
LOS by Move:	D	D	B	B	B	B	E	C	D	F	B	B
HCM2kAvgQ:	20	20	6	0	0	0	0	6	22	7	4	4

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

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #1502 Sierra College & Twelve Bridges

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.0	0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	159	1413	0	0	667	25	21	0	252	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:	159	1413	0	0	667	25	21	0	252	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:	159	1413	0	0	667	25	21	0	252	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1413	0	0	667	25	21	0	252	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1413	0	0	667	25	21	0	252	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.50	0.00	0.00	0.23	0.02	0.01	0.00	0.18	0.00	0.00	0.00
Crit Volume:		707		0					252	0		
Crit Moves:		****		****					****			

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City of Rocklin General Plan Update
2030 No Project Conditions
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #1601 Sierra College & English Colony

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	0 1	1	0 2.0	0 0	0	0 0.0	0 0	0	0 1! 0	0
Volume Module:												
Base Vol:	0	1813	45	196	984	0	0	0	0	108	0	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:	0	1813	45	196	984	0	0	0	0	108	0	247
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	1813	45	196	984	0	0	0	0	108	0	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1813	45	196	984	0	0	0	0	108	0	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1813	45	196	984	0	0	0	0	108	0	247
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	434	0	991
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.03	0.14	0.35	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Volume:		907		0			0					355
Crit Moves:		****		****								****

Rocklin General Plan Update
2030 No Project
Roseville Intersections

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#401 Pleasant Grove & Fairway	F	xxxxx	1.031	F	xxxxx	1.031	+ 0.000
#402 Stanford Ranch & Fairway	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000
#403 Stanford Ranch & Five Star	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000
#404 Pleasant Grove & Roseville Pkw	F	xxxxx	1.087	F	xxxxx	1.087	+ 0.000
#405 Galleria & Roseville Pkwy	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000
#406 Roseville Parkway & Taylor	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000
#407 Roseville Parkway & N. Sunrise	F	xxxxx	1.006	F	xxxxx	1.006	+ 0.000
#408 Sierra College & Secret Ravine	E	xxxxx	0.909	E	xxxxx	0.909	+ 0.000

Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #401 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	671	1472	601	141	1053	238	277	535	749	789	470	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	671	1472	601	141	1053	238	277	535	749	789	470	149
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:	671	1472	601	141	1053	238	277	535	749	789	470	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	671	1472	601	141	1053	238	277	535	749	789	470	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	671	1472	601	141	1053	238	277	535	749	789	470	149
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.41	0.05	0.24	0.16	0.10	0.18	0.52	0.27	0.16	0.10
Crit Volume:	0				351				749	394		
Crit Moves:	****				****				****	****		

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Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #402 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 1	0
Volume Module:												
Base Vol:	342	1062	262	72	940	45	64	424	297	198	357	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:	342	1062	262	72	940	45	64	424	297	198	357	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:	342	1062	262	72	940	45	64	424	297	198	357	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1062	262	72	940	45	64	424	297	198	357	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1062	262	72	940	45	64	424	297	198	357	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1373	77
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.18	0.02	0.22	0.03	0.04	0.15	0.20	0.07	0.26	0.26
Crit Volume:	171			313			212			377		
Crit Moves:	****			****			****			****		

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Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #403 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	500	1475	333	56	1274	33	40	86	322	407	116	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1475	333	56	1274	33	40	86	322	407	116	133
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:	500	1475	333	56	1274	33	40	86	322	407	116	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1475	333	56	1274	33	40	86	322	407	116	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	1475	333	56	1274	33	40	86	322	407	116	133
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00	1.87	0.53	0.60
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2707	766	877
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.23	0.02	0.29	0.02	0.03	0.06	0.22	0.15	0.15	0.15
Crit Volume:	250			425			86			220		
Crit Moves:	****			****			****			****		

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Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #404 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.087
Loss Time (sec):	12	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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	711	937	1095	399	977	44	47	1465	788	841	1809	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	937	1095	399	977	44	47	1465	788	841	1809	194
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	711	937	0	399	977	0	47	1465	0	841	1809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	937	0	399	977	0	47	1465	0	841	1809	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	711	937	0	399	977	0	47	1465	0	841	1809	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.00	0.14	0.22	0.00	0.02	0.34	0.00	0.29	0.42	0.00
Crit Volume:		468			199			488			420	
Crit Moves:		****			****			****			****	

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Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #405 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	12	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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	591	772	34	1008	843	378	669	1702	875	269	2002	607
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	591	772	34	1008	843	378	669	1702	875	269	2002	607
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	591	772	0	1008	843	0	669	1702	0	269	2002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	772	0	1008	843	0	669	1702	0	269	2002	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	591	772	0	1008	843	0	669	1702	0	269	2002	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.00	0.23	0.19	0.00	0.23	0.29	0.00	0.09	0.35	0.00
Crit Volume:		257			336			335			500	
Crit Moves:		****			****			****			****	

Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #406 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 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:		Ovl				Ovl				Ovl				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	302	333	185		457	314	166		233	2340	288		418	2208	583	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	302	333	185		457	314	166		233	2340	288		418	2208	583	
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:	302	333	185		457	314	166		233	2340	288		418	2208	583	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	302	333	185		457	314	166		233	2340	288		418	2208	583	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	302	333	185		457	314	166		233	2340	288		418	2208	583	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	4.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.08	0.13		0.16	0.07	0.11		0.08	0.40	0.20		0.14	0.51	0.40	
Crit Volume:		111			229				117					736		
Crit Moves:		****			****				****					****		

Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #407 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 12 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:		Ignore				Ovl				Ignore				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	1	0	0 1	1	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	548	156	398		170	268	403		150	2237	706		301	2409	87	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	548	156	398		170	268	403		150	2237	706		301	2409	87	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	548	156	0		170	268	403		150	2237	0		301	2409	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	548	156	0		170	268	403		150	2237	0		301	2409	87	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	548	156	0		170	268	403		150	2237	0		301	2409	87	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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:	2.34	0.66	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3386	964	1450		1450	2900	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00		0.12	0.09	0.28		0.05	0.51	0.00		0.10	0.55	0.06	
Crit Volume:	235						403			746				151		
Crit Moves:	****						****			****				****		

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Rocklin General Plan Update
2030 No Project
Roseville Intersections

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

Intersection #408 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	9	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			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	209	1483	3	1	1555	367	737	2	179	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1483	3	1	1555	367	737	2	179	3	5	3
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:	209	1483	3	1	1555	367	737	2	179	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1483	3	1	1555	367	737	2	179	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	1483	3	1	1555	367	737	2	179	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	17	1483	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.49	0.00	0.00	0.52	0.24	0.25	0.12	0.12	0.01	0.01	0.00
Crit Volume:	209			778			369			8		
Crit Moves:	****			****			****			****		

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INTERSECTION LOS WORKSHEETS
2030 CUMULATIVE PLUS PROJECT CONDITIONS

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Granite Dr & Rocklin Rd	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000
# 2 Granite Dr & Sierra College Bl	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000
# 3 Granite Dr & Sierra Meadows	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
# 4 Pacific St & Del Mar/ Domingue	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000
# 5 Pacific St & Farron St	F	xxxxx	1.120	F	xxxxx	1.120	+ 0.000
# 6 Pacific St & Midas Ave	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 7 Pacific St & Rocklin Rd	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000
# 8 Pacific St & Sierra Meadows	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000
# 9 Pacific St & Woodside Dr	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 10 Rocklin Rd & Aguilar Rd	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000
# 11 Rocklin Rd & El Don Dr	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000
# 12 Rocklin Rd & Fire Station No 1	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 13 Rocklin Rd & Havenhurst Cir	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000
# 14 Rocklin Rd & Sierra College Bl	E	xxxxx	0.935	E	xxxxx	0.935	+ 0.000
# 15 Rocklin Rd & South Grove St	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 16 Sierra College Bl & El Don Dr	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000
# 17 Sierra College Bl & Nightwatch	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000
# 18 Sierra College Bl & Scarboroug	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
# 19 Sierra College Bl & Southside	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 20 Sunset Bl & Pacific St	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000
# 21 Sunset Bl & Springview Dr	F	xxxxx	1.138	F	xxxxx	1.138	+ 0.000
# 22 Sunset Bl & Topaz Ave	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000
# 23 Sunset Bl & Whitney Bl	F	xxxxx	1.156	F	xxxxx	1.156	+ 0.000

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
#101 Blue Oaks Bl & Lonetree	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000
#102 Blue Oaks Bl & Market Place	A	xxxxx	0.298	A	xxxxx	0.298	+ 0.000
#103 Blue Oaks Bl & Van Buren Way	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000
#104 Five Star & Destiny Dr	A	xxxxx	0.193	A	xxxxx	0.193	+ 0.000
#105 Lonetree Bl & Adams Dr	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000
#106 Lonetree Bl & Atherton Rd	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
#107 Lonetree Bl & Grand Canyon Dr	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
#108 Lonetree Bl & Redwood Dr	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
#109 Lonetree Bl & West Oaks Bl	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
#110 Park Dr & Blaydon Rd	A	xxxxx	0.262	A	xxxxx	0.262	+ 0.000
#111 Park Dr & Quarry Way	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
#112 Park Dr & Farrier Rd	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
#113 Park Dr & King Pine Dr	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000
#114 Park Dr & Shelton	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000
#115 Park Dr & Victory Lane	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000
#116 Park Dr & Wykford Bl	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
#117 Park Dr & Twin Oaks/ Boardwalk	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000
#118 Park Dr & Safeway	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000
#119 South Whitney & Five Star Bl	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000
#120 Spring Creek Dr & Broken Rail	A	xxxxx	0.049	A	xxxxx	0.049	+ 0.000
#121 Stanford Ranch Rd & Cobbleston	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000
#122 Stanford Ranch Rd & Darby Rd	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
#123 Stanford Ranch Rd & Park Dr	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000
#124 Stanford Ranch Rd & Plaza	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000
#125 Stanford Ranch Rd & Stoney Dr	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#126 Stanford Ranch Rd & Victory Ln	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000 V/C
#127 Stanford Ranch Rd & West Oaks	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
#128 Sunset Bl & Atherton	E	xxxxx	0.910	E	xxxxx	0.910	+ 0.000 V/C
#129 Sunset Bl & Blue Oaks Bl	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
#130 Sunset Bl & Fairway Dr	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
#131 Sunset Bl & Little Rock	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#132 Sunset Bl & Park Dr	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C
#133 Sunset Bl & Pebble Creek	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
#134 Sunset Bl & Stanford Ranch Rd	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
#135 Sunset Bl & West Oaks Bl	F	xxxxx	1.051	F	xxxxx	1.051	+ 0.000 V/C
#136 W Stanford Ranch Rd & Sunset B	F	xxxxx	1.164	F	xxxxx	1.164	+ 0.000 V/C
#137 W Stanford Ranch Rd & Wildcat	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000 V/C
#138 Whitney Ranch Pkwy & Bridlewoo	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
#139 Whitney Ranch Pkwy & Painted P	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
#140 Whitney Ranch Pkwy & Spring Cr	A	xxxxx	0.294	A	xxxxx	0.294	+ 0.000 V/C
#141 Wildcat Bl & Bridlewood Dr	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#142 Wildcat Bl & Whitney Ranch Pkw	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
#143 Wildcat Bl & S High School Ent	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#144 Wildcat Bl & N High School Ent	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000 V/C
#145 Wildcat Bl & Ranch View Dr	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
#152 Stanford Ranch Rd & Crest Dr	E	xxxxx	0.920	E	xxxxx	0.920	+ 0.000 V/C
#153 Whitney Blvd & Crest Dr	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000 V/C
#154 Park Dr & Crest Dr	A	xxxxx	0.253	A	xxxxx	0.253	+ 0.000 V/C
#161 Granite Dr & Dominguez Dr	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#162 Sierra College Bl & Dominguez	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
#163 Park Dr & Valley View Pkwy	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#164 Nature Trail Wy & Valley View	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
#165 Sierra College Bl & Valley Vie	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
#166 University Ave & Whitney Ranch	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#167 West Oaks Bl & Whitney Ranch P	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#168 West Oaks Bl & Painted Pony Ln	A	xxxxx	0.291	A	xxxxx	0.291	+ 0.000 V/C
#169 Laredo Dr & Whitney Ranch Pkwy	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
#170 Rocklin Rd & Civic Centr Dr	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C
#171 Pacific St & Civic Center Dr	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
#201 Rocklin Rd & I-80 EB	E	65.9	1.097	E	65.9	1.097	+ 0.000 D/V
#202 Rocklin Rd & I-80 WB	E	71.4	1.139	E	71.4	1.139	+ 0.000 D/V
#203 Sierra College Bl & I-80 WB	C	32.9	0.862	C	32.9	0.862	+ 0.000 D/V
#204 Sierra College Bl & I-80 EB	C	28.4	0.624	C	28.4	0.624	+ 0.000 D/V
#206 Sunset & SR 65 SB	B	12.3	0.705	B	12.3	0.705	+ 0.000 D/V
#207 Sunset & SR 65 NB	B	14.5	0.720	B	14.5	0.720	+ 0.000 D/V
#208 Whitney Ranch Pkwy & SR 65 SB	C	32.5	0.965	C	32.5	0.965	+ 0.000 D/V
#209 Whitney Ranch Pkwy & SR 65 NB	B	16.2	0.837	B	16.2	0.837	+ 0.000 D/V
#210 Blue Oaks Blvd & SR 65 SB	C	27.0	0.583	C	27.0	0.583	+ 0.000 D/V
#211 Blue Oaks Blvd & SR 65 NB Off	D	41.3	1.082	D	41.3	1.082	+ 0.000 D/V
#212 Pleasant Grove Blvd & SR 65 NB	B	19.3	0.784	B	19.3	0.784	+ 0.000 D/V
#213 Pleasant Grove Blvd & SR 65 SB	A	9.8	0.633	A	9.8	0.633	+ 0.000 D/V
#214 Stanford Ranch Rd & SR 65 NB	B	14.3	0.745	B	14.3	0.745	+ 0.000 D/V
#215 Stanford Ranch Rd & SR 65 SB	B	10.1	0.762	B	10.1	0.762	+ 0.000 D/V
#301 Sierra College Bl & Brace Rd	D	37.0	0.948	D	37.0	0.948	+ 0.000 D/V

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#302 Sierra College Bl & Taylor Rd	E	56.0	1.018	E	56.0	1.018	+ 0.000 D/V
#304 Sierra College Bl & King Rd	C	34.6	0.873	C	34.6	0.873	+ 0.000 D/V
#305 Taylor Rd & King Rd	C	30.3	0.570	C	30.3	0.570	+ 0.000 D/V
#306 Taylor Rd & Horseshoe Bar	F	81.9	1.100	F	81.9	1.100	+ 0.000 D/V
#1216 Sierra College Blvd & SR 193	C	34.9	0.927	C	34.9	0.927	+ 0.000 D/V

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #1 Granite Dr & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	30	17	15	594	19	316	301	1653	10	32	1194	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:	30	17	15	594	19	316	301	1653	10	32	1194	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	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:	30	17	15	594	19	316	301	1653	10	32	1194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	15	594	19	316	301	1653	10	32	1194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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
FinalVolume:	30	17	15	594	19	316	301	1653	10	32	1194	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.94	0.06	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1450	770	680	2810	90	1450	1450	2883	17	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.21	0.21	0.22	0.21	0.57	0.57	0.02	0.41	0.00
Crit Volume:		32				316	301				597	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #2 Granite Dr & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	94	1399	117	53	1309	144	364	35	235	231	27	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1399	117	53	1309	144	364	35	235	231	27	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1399	117	53	1309	144	364	35	235	231	27	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1399	117	53	1309	144	364	35	235	231	27	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1399	117	53	1309	144	364	35	235	231	27	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	3.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1450	4014	336	1450	4350	1450	1450	1450	2900	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.04	0.30	0.10	0.25	0.02	0.08	0.16	0.02	0.02
Crit Volume:		505			53			364			27	
Crit Moves:		****			****			****			****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #3 Granite Dr & Sierra Meadows

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	104	65	45	64	55	268	218	398	53	61	394	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	65	45	64	55	268	218	398	53	61	394	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	65	45	64	55	268	218	398	53	61	394	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	65	45	64	55	268	218	398	53	61	394	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	65	45	64	55	268	218	398	53	61	394	68
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.59	0.41	1.00	0.17	0.83	1.00	1.76	0.24	1.00	1.71	0.29
Final Sat.:	1450	857	593	1450	247	1203	1450	2559	341	1450	2473	427
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.04	0.22	0.22	0.15	0.16	0.16	0.04	0.16	0.16
Crit Volume:		110			323			218			231	
Crit Moves:		****			****			****			****	

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #4 Pacific St & Del Mar/ Dominguez

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 0 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	265	905	153	69	745	68	155	192	356	202	162	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	905	153	69	745	68	155	192	356	202	162	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	905	153	69	745	68	155	192	356	202	162	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	905	153	69	745	68	155	192	356	202	162	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	905	153	69	745	68	155	192	356	202	162	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.71	0.29	1.00	2.00	1.00	1.00	0.35	0.65	1.00	1.00	1.00
Final Sat.:	1450	2481	419	1450	2900	1450	1450	508	942	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.05	0.26	0.05	0.11	0.38	0.38	0.14	0.11	0.05
Crit Volume:	265				373				548	202		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #5 Pacific St & Farron St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	336	1416	30	104	1572	54	14	12	420	70	6	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:	336	1416	30	104	1572	54	14	12	420	70	6	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:	336	1416	30	104	1572	54	14	12	420	70	6	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1416	30	104	1572	54	14	12	420	70	6	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	1416	30	104	1572	54	14	12	420	70	6	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.11	0.89
Final Sat.:	1450	2840	60	1450	2900	1450	1450	40	1410	1450	164	1286
Capacity Analysis Module:												
Vol/Sat:	0.23	0.50	0.50	0.07	0.54	0.04	0.01	0.30	0.30	0.05	0.04	0.04
Crit Volume:	336				786				432	70		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #6 Pacific St & Midas Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	53	841	16	138	994	437	421	137	116	8	105	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:	53	841	16	138	994	437	421	137	116	8	105	33
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:	53	841	16	138	994	437	421	137	116	8	105	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	841	16	138	994	437	421	137	116	8	105	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	841	16	138	994	437	421	137	116	8	105	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	1.00	2.00	1.00	1.00	1.08	0.92	1.00	1.00	1.00
Final Sat.:	1450	2846	54	1450	2900	1450	1450	1570	1330	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.10	0.34	0.30	0.29	0.09	0.09	0.01	0.07	0.02
Crit Volume:		429		138			421				105	
Crit Moves:		****		****			****				****	

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #7 Pacific St & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	1	566	827	210	838	94	143	337	1	726	249	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	566	827	210	838	94	143	337	1	726	249	254
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:	1	566	827	210	838	94	143	337	1	726	249	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	566	827	210	838	94	143	337	1	726	249	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	566	827	210	838	94	143	337	1	726	249	254
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.99	0.01	1.49	0.51	1.00
Final Sat.:	1450	2900	1450	1450	2608	292	1450	2891	9	2159	741	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.57	0.14	0.32	0.32	0.10	0.12	0.12	0.34	0.34	0.18
Crit Volume:			827	210					169		0	
Crit Moves:			****	****					****		****	

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #8 Pacific St & Sierra Meadows

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	25	1197	115	174	1138	10	6	19	26	156	44	128
Growth Adj:	1.00	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	1197	115	174	1138	10	6	19	26	156	44	128
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	1197	115	174	1138	10	6	19	26	156	44	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1197	115	174	1138	10	6	19	26	156	44	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1197	115	174	1138	10	6	19	26	156	44	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.82	0.18	1.00	1.98	0.02	1.00	0.42	0.58	1.00	0.26	0.74
Final Sat.:	1450	2646	254	1450	2875	25	1450	612	838	1450	371	1079
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.12	0.40	0.40	0.00	0.03	0.03	0.11	0.12	0.12
Crit Volume:			656	174				45			172	
Crit Moves:			****	****				****			****	

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #9 Pacific St & Woodside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1267	178	127	1006	0	0	0	0	199	0	161
Growth Adj:	1.00	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	1267	178	127	1006	0	0	0	0	199	0	161
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	1267	178	127	1006	0	0	0	0	199	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1267	178	127	1006	0	0	0	0	199	0	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1267	178	127	1006	0	0	0	0	199	0	161
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.12	0.08	0.34	0.00	0.00	0.00	0.00	0.13	0.00	0.11
Crit Volume:		634		127				0			199	
Crit Moves:		****		****							****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #10 Rocklin Rd & Aguilar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
	1	0	2	1	0		1	0	3	0	0	
Volume Module:												
Base Vol:	268	0	67	0	0	0	70	1580	342	84	1651	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:	268	0	67	0	0	0	70	1580	342	84	1651	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:	268	0	67	0	0	0	70	1580	342	84	1651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	67	0	0	0	70	1580	342	84	1651	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	67	0	0	0	70	1580	342	84	1651	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.47	0.53	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	1500	3699	801	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.04	0.00	0.00	0.00	0.05	0.43	0.43	0.06	0.37	0.00
Crit Volume:	268			0			641			84		
Crit Moves:	****						****			****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #11 Rocklin Rd & El Don Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	0	1	
	1	0	2	1	0		1	0	2	1	0	
Volume Module:												
Base Vol:	121	6	15	74	11	539	350	1245	103	24	1083	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:	121	6	15	74	11	539	350	1245	103	24	1083	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:	121	6	15	74	11	539	350	1245	103	24	1083	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	6	15	74	11	539	350	1245	103	24	1083	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
FinalVolume:	121	6	15	74	11	539	350	1245	103	24	1083	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	0.87	0.13	1.00	1.00	2.77	0.23	1.00	2.91	0.09
Final Sat.:	1450	414	1036	1262	188	1450	1450	4018	332	1450	4225	125
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.01	0.06	0.06	0.37	0.24	0.31	0.31	0.02	0.26	0.26
Crit Volume:	121					539	0				372	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #12 Rocklin Rd & Fire Station No 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0! 0	1	0	2 0	1	0	2 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1413	0	0	1165	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	0	0	0	0	1413	0	0	1165	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	0	0	0	0	1413	0	0	1165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1413	0	0	1165	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1413	0	0	1165	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1600	0	0	1600	0	1600	3200	0	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.36	0.00
Crit Volume:	0			0			707			0		
Crit Moves:							****			****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #13 Rocklin Rd & Havenhurst Cir

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	2 1	0	1	0 2 1 0
Volume Module:												
Base Vol:	15	0	4	387	1	301	209	1119	27	9	814	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	4	387	1	301	209	1119	27	9	814	271
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:	15	0	4	387	1	301	209	1119	27	9	814	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	4	387	1	301	209	1119	27	9	814	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	4	387	1	301	209	1119	27	9	814	271
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.79	0.00	0.21	0.99	0.01	1.00	1.00	2.93	0.07	1.00	2.25	0.75
Final Sat.:	1145	0	305	1446	4	1450	1450	4248	102	1450	3264	1086
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.27	0.27	0.21	0.14	0.26	0.26	0.01	0.25	0.25
Crit Volume:			19		388		209				362	
Crit Moves:			****		****		****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #14 Rocklin Rd & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 0 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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	656	1363	237	151	967	140	16	559	952	82	260	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	656	1363	237	151	967	140	16	559	952	82	260	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	656	1363	237	151	967	140	16	559	952	82	260	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	1363	237	151	967	140	16	559	952	82	260	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	656	1363	237	151	967	140	16	559	952	82	260	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.16	0.05	0.22	0.10	0.01	0.19	0.66	0.06	0.18	0.05
Crit Volume:	0				322				952	82		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #15 Rocklin Rd & South Grove St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	47	0	174	0	0	0	0	1334	37	167	1175	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:	47	0	174	0	0	0	0	1334	37	167	1175	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:	47	0	174	0	0	0	0	1334	37	167	1175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	174	0	0	0	0	1334	37	167	1175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	0	174	0	0	0	0	1334	37	167	1175	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2919	81	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.12	0.00	0.00	0.00	0.00	0.46	0.46	0.11	0.39	0.00
Crit Volume:			174	0					686	167		
Crit Moves:			****						****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #16 Sierra College Bl & El Don Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	55	2095	32	58	1924	81	58	4	36	47	4	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	2095	32	58	1924	81	58	4	36	47	4	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	2095	32	58	1924	81	58	4	36	47	4	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2095	32	58	1924	81	58	4	36	47	4	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	2095	32	58	1924	81	58	4	36	47	4	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00	0.59	0.04	0.37	0.47	0.04	0.49
Final Sat.:	1450	4350	1450	1450	4350	1450	858	59	533	675	57	718
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.02	0.04	0.44	0.06	0.07	0.07	0.07	0.07	0.07	0.07
Crit Volume:		698		58			98			101		
Crit Moves:		****		****			****			****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #17 Sierra College Bl & Nightwatch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 3	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	62	2188	0	0	1919	81	73	0	96	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:	62	2188	0	0	1919	81	73	0	96	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2188	0	0	1919	81	73	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2188	0	0	1919	81	73	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2188	0	0	1919	81	73	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	4500	0	0	4500	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.00	0.00	0.43	0.05	0.05	0.00	0.06	0.00	0.00	0.00
Crit Volume:		729		0					96	0		
Crit Moves:		****		****					****			

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #18 Sierra College Bl & Scarborough

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	21	2256		1	4	1969		72	39		0	14	4		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	2256		1	4	1969		72	39		0	14	4		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	2256		1	4	1969		72	39		0	14	4		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	21	2256		1	4	1969		72	39		0	14	4		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	21	2256		1	4	1969		72	39		0	14	4		0	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
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	3.00		1.00	1.00	3.00		1.00	1.00		1.00	1.00	1.00		2.00	0.00
Final Sat.:	1450	4350		1450	1450	4350		1450	1450		1450	1450	1450		2900	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.52		0.00	0.00	0.45		0.05	0.03		0.00	0.01	0.00		0.00	0.00
Crit Volume:		752			4				39				4			
Crit Moves:		****			****				****				****			

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #19 Sierra College Bl & Southside Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 1	1	0	3	0 1	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	83	2164		1	6	1911		30	23		0	38	1		0	4
Growth Adj:	1.00	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	2164		1	6	1911		30	23		0	38	1		0	4
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	2164		1	6	1911		30	23		0	38	1		0	4
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	83	2164		1	6	1911		30	23		0	38	1		0	4
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	83	2164		1	6	1911		30	23		0	38	1		0	4
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
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	3.00		1.00	1.00	3.00		1.00	0.38		0.00	0.62	0.20		0.00	0.80
Final Sat.:	1450	4350		1450	1450	4350		1450	547		0	903	290		0	1160
Capacity Analysis Module:																
Vol/Sat:	0.06	0.50		0.00	0.00	0.44		0.02	0.04		0.00	0.04	0.00		0.00	0.00
Crit Volume:		721			6							61				5
Crit Moves:		****			****							****				****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #20 Sunset Bl & Pacific St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	758	719	17	59	780	1451	1071	114	360	22	111	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:	758	719	17	59	780	1451	1071	114	360	22	111	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	758	719	17	59	780	0	1071	114	0	22	111	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	719	17	59	780	0	1071	114	0	22	111	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	758	719	17	59	780	0	1071	114	0	22	111	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.93	0.07	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4250	100	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.26	0.17	0.17	0.04	0.18	0.00	0.37	0.04	0.00	0.02	0.04	0.02
Crit Volume:	379				260		536				55	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #21 Sunset Bl & Springview Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	90	42	80	90	46	584	662	1416	122	223	2031	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	42	80	90	46	584	662	1416	122	223	2031	130
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:	90	42	80	90	46	0	662	1416	122	223	2031	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	42	80	90	46	0	662	1416	122	223	2031	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	42	80	90	46	0	662	1416	122	223	2031	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.68	0.32	1.00	0.66	0.34	0.00	1.00	2.76	0.24	1.00	2.82	0.18
Final Sat.:	989	461	1450	960	490	0	1450	4005	345	1450	4088	262
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.09	0.09	0.00	0.46	0.35	0.35	0.15	0.50	0.50
Crit Volume:		132			136		662				720	
Crit Moves:		****			****		****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #22 Sunset Bl & Topaz Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	26	15	16	2	13	91	187	1643	27	75	1934	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:	26	15	16	2	13	91	187	1643	27	75	1934	42
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:	26	15	16	2	13	91	187	1643	27	75	1934	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	15	16	2	13	91	187	1643	27	75	1934	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	15	16	2	13	91	187	1643	27	75	1934	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.26	0.28	0.02	0.12	0.86	1.00	2.95	0.05	1.00	2.94	0.06
Final Sat.:	684	395	421	28	184	1288	1500	4427	73	1500	4404	96
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.12	0.37	0.37	0.05	0.44	0.44
Crit Volume:	26				106		187					659
Crit Moves:	****				****		****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #23 Sunset Bl & Whitney Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	48	34	439	159	54	26	62	1563	50	507	1921	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	34	439	159	54	26	62	1563	50	507	1921	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:	48	34	439	159	54	26	62	1563	50	507	1921	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	34	439	159	54	26	62	1563	50	507	1921	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	34	439	159	54	26	62	1563	50	507	1921	233
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.07	0.93	1.00	0.68	0.32	1.00	2.91	0.09	1.00	2.68	0.32
Final Sat.:	1450	104	1346	1450	979	471	1450	4215	135	1450	3879	471
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.11	0.06	0.06	0.04	0.37	0.37	0.35	0.50	0.50
Crit Volume:			473	159				538		507		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #101 Blue Oaks Bl & Lonetree

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 0 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0 1	1	0 2.0	0 1	2	0 2.0	0 1	1	0 2.0	0 1
Volume Module:												
Base Vol:	651	388	92	49	758	941	810	589	487	132	432	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	651	388	92	49	758	941	810	589	487	132	432	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	651	388	92	49	758	0	810	589	0	132	432	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	388	92	49	758	0	810	589	0	132	432	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	651	388	92	49	758	0	810	589	0	132	432	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.06	0.03	0.26	0.00	0.28	0.20	0.00	0.09	0.15	0.04
Crit Volume:	326				379		405				216	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #102 Blue Oaks Bl & Market Place

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1.0	0	0 1	0 1.0	0	0 1	1	0 1.0	1 0	1	0 1.0	1 0
Volume Module:												
Base Vol:	8	0	1	14	1	11	17	809	4	2	558	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	0	1	14	1	11	17	809	4	2	558	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	0	1	14	1	11	17	809	4	2	558	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	1	14	1	11	17	809	4	2	558	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
FinalVolume:	8	0	1	14	1	11	17	809	4	2	558	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.00	1.00	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	1450	0	1450	1353	97	1450	1450	2886	14	1450	2844	56
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.28	0.28	0.00	0.20	0.20
Crit Volume:	8				15				407	2		
Crit Moves:	****				****				****	****		

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #103 Blue Oaks Bl & Van Buren Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	38	687	44	40	501	9	14	0	26	31	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	687	44	40	501	9	14	0	26	31	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	687	44	40	501	9	14	0	26	31	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	687	44	40	501	9	14	0	26	31	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	687	44	40	501	9	14	0	26	31	0	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	0.35	0.00	0.65	0.53	0.00	0.47
Final Sat.:	1450	2725	175	1450	2849	51	508	0	943	775	0	675
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.18	0.18	0.03	0.00	0.03	0.04	0.00	0.04
Crit Volume:			366	40					40			58
Crit Moves:			****	****					****			****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #104 Five Star & Destiny Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	1	93	2	80	122	13	13	0	3	2	1	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	93	2	80	122	13	13	0	3	2	1	137
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:	1	93	2	80	122	13	13	0	3	2	1	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	93	2	80	122	13	13	0	3	2	1	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	93	2	80	122	13	13	0	3	2	1	137
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	1.00	1.81	0.19	0.81	0.00	0.19	0.67	0.33	1.00
Final Sat.:	1450	2839	61	1450	2621	279	1178	0	272	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.06	0.05	0.05	0.01	0.00	0.01	0.00	0.00	0.09
Crit Volume:			48	80					16			137
Crit Moves:			****	****					****			****

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #105 Lonetree Bl & Adams Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	38	846	18	17	1522	24	30	1	36	15	1	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	846	18	17	1522	24	30	1	36	15	1	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	846	18	17	1522	24	30	1	36	15	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	846	18	17	1522	24	30	1	36	15	1	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	846	18	17	1522	24	30	1	36	15	1	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	1.00	1.97	0.03	0.97	0.03	1.00	0.49	0.03	0.48
Final Sat.:	1450	2840	60	1450	2855	45	1403	47	1450	702	47	702
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.01	0.53	0.53	0.02	0.02	0.02	0.02	0.02	0.02
Crit Volume:	38					773			36		31	
Crit Moves:	****					****			****		****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #106 Lonetree Bl & Atherton Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	37	709	0	0	857	12	39	0	202	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:	37	709	0	0	857	12	39	0	202	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:	37	709	0	0	857	12	39	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	709	0	0	857	12	39	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	709	0	0	857	12	39	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	2959	41	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.29	0.29	0.03	0.00	0.13	0.00	0.00	0.00
Crit Volume:	37					435			202		0	
Crit Moves:	****					****			****			

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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #107 Lonetree Bl & Grand Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	200	943	17	5	1633	14	28	1	77	6	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	943	17	5	1633	14	28	1	77	6	1	4
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:	200	943	17	5	1633	14	28	1	77	6	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	943	17	5	1633	14	28	1	77	6	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	943	17	5	1633	14	28	1	77	6	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	1.00	1.98	0.02	0.97	0.03	1.00	0.55	0.09	0.36
Final Sat.:	1450	2849	51	1450	2875	25	1400	50	1450	791	132	527
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.33	0.00	0.57	0.57	0.02	0.02	0.05	0.01	0.01	0.01
Crit Volume:	200					824			77		11	
Crit Moves:	****					****			****		****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #108 Lonetree Bl & Redwood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	141	813	30	51	1462	78	90	2	113	29	5	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:	141	813	30	51	1462	78	90	2	113	29	5	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:	141	813	30	51	1462	78	90	2	113	29	5	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	813	30	51	1462	78	90	2	113	29	5	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
FinalVolume:	141	813	30	51	1462	78	90	2	113	29	5	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.93	0.07	1.00	1.90	0.10	0.98	0.02	1.00	0.65	0.11	0.24
Final Sat.:	1450	2797	103	1450	2753	147	1418	32	1450	934	161	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.04	0.53	0.53	0.06	0.06	0.08	0.03	0.03	0.03
Crit Volume:	141					770			113			45
Crit Moves:	****					****			****			****

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #109 Lonetree Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	7	685	247	9	1053	1	1	0	4	263	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	685	247	9	1053	1	1	0	4	263	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	685	247	9	1053	1	1	0	4	263	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	685	247	9	1053	1	1	0	4	263	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	685	247	9	1053	1	1	0	4	263	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.17	0.01	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.01
Crit Volume:	7				527				4	263		
Crit Moves:	****				****				****	****		

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #110 Park Dr & Blaydon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.262
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	3	21	2	53	85	605	11	7	319	22
Growth Adj:	1.00	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	1	3	21	2	53	85	605	11	7	319	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	3	21	2	53	85	605	11	7	319	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	3	21	2	53	85	605	11	7	319	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	3	21	2	53	85	605	11	7	319	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.17	0.50	0.27	0.03	0.70	1.00	1.96	0.04	1.00	1.87	0.13
Final Sat.:	500	250	750	414	39	1046	1500	2946	54	1500	2806	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.06	0.21	0.21	0.00	0.11	0.11
Crit Volume:	2				76			308		7		
Crit Moves:	****				****			****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #111 Park Dr & Quarry Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	82	1307	6	13	1023	41	43	4	31	12	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1307	6	13	1023	41	43	4	31	12	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1307	6	13	1023	41	43	4	31	12	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1307	6	13	1023	41	43	4	31	12	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1307	6	13	1023	41	43	4	31	12	0	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.99	0.01	1.00	1.92	0.08	0.91	0.09	1.00	0.67	0.00	0.33
Final Sat.:	1450	2887	13	1450	2788	112	1327	123	1450	967	0	483
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.01	0.37	0.37	0.03	0.03	0.02	0.01	0.00	0.01
Crit Volume:			657	13				47				18
Crit Moves:			****	****				****				****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #112 Park Dr & Farrier Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	188	767	0	0	583	61	37	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:	188	767	0	0	583	61	37	0	176	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:	188	767	0	0	583	61	37	0	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	767	0	0	583	61	37	0	176	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	767	0	0	583	61	37	0	176	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	2716	284	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.21	0.21	0.02	0.00	0.12	0.00	0.00	0.00
Crit Volume:	188					322			176	0		
Crit Moves:	****					****			****			

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #113 Park Dr & King Pine Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	24	1308	25	27	1032	7	7	1	9	31	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1308	25	27	1032	7	7	1	9	31	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1308	25	27	1032	7	7	1	9	31	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1308	25	27	1032	7	7	1	9	31	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1308	25	27	1032	7	7	1	9	31	0	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	0.88	0.12	1.00	1.00	0.00	1.00
Final Sat.:	1500	2944	56	1500	2980	20	1313	188	1500	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.02	0.35	0.35	0.01	0.01	0.01	0.02	0.00	0.01
Crit Volume:		667		27					9	31		
Crit Moves:		****		****					****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #114 Park Dr & Shelton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	116	1024	64	6	567	3	8	0	67	34	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1024	64	6	567	3	8	0	67	34	4	1
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:	116	1024	64	6	567	3	8	0	67	34	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1024	64	6	567	3	8	0	67	34	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1024	64	6	567	3	8	0	67	34	4	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.98	0.02	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4094	256	1450	4327	23	1450	0	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.00	0.13	0.13	0.01	0.00	0.05	0.02	0.00	0.00
Crit Volume:			363		6				67	34		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #115 Park Dr & Victory Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	37	1039	6	61	562	13	75	5	12	26	14	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1039	6	61	562	13	75	5	12	26	14	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1039	6	61	562	13	75	5	12	26	14	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1039	6	61	562	13	75	5	12	26	14	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1039	6	61	562	13	75	5	12	26	14	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.98	0.02	1.00	2.93	0.07	0.94	0.06	1.00	0.65	0.35	1.00
Final Sat.:	1450	4325	25	1450	4252	98	1359	91	1450	943	508	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.04	0.13	0.13	0.06	0.06	0.01	0.03	0.03	0.05
Crit Volume:		348			61			80				72
Crit Moves:		****			****			****				****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #116 Park Dr & Wykford Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	222	348	683	0	0	393	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	222	348	683	0	0	393	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	222	348	683	0	0	393	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	222	348	683	0	0	393	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	222	348	683	0	0	393	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.15	0.12	0.23	0.00	0.00	0.13	0.02
Crit Volume:	0					222	174				197	
Crit Moves:						****	****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #117 Park Dr & Twin Oaks/ Boardwalk

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	66	782	19	25	591	32	65	2	59	5	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	782	19	25	591	32	65	2	59	5	0	2
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:	66	782	19	25	591	32	65	2	59	5	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	782	19	25	591	32	65	2	59	5	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	782	19	25	591	32	65	2	59	5	0	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.95	0.05	1.00	1.90	0.10	0.52	0.01	0.47	1.00	0.00	1.00
Final Sat.:	1450	2831	69	1450	2751	149	748	23	679	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.02	0.21	0.21	0.09	0.09	0.09	0.00	0.00	0.00
Crit Volume:			401	25				126		5		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #118 Park Dr & Safeway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 1	1 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	1248	109	84	1040	115	0	0	70	0	0	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:	0	1248	109	84	1040	115	0	0	70	0	0	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:	0	1248	109	84	1040	115	0	0	70	0	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1248	109	84	1040	115	0	0	70	0	0	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
FinalVolume:	0	1248	109	84	1040	115	0	0	70	0	0	218
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.84	0.16	1.00	1.80	0.20	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	2667	233	1450	2611	289	0	0	1450	0	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.06	0.40	0.40	0.00	0.00	0.05	0.00	0.00	0.15
Crit Volume:		679		84			0					218
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #119 South Whitney & Five Star Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	6	243	35	338	177	11	55	16	5	40	23	313
Growth Adj:	1.00	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	243	35	338	177	11	55	16	5	40	23	313
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	243	35	338	177	11	55	16	5	40	23	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	243	35	338	177	11	55	16	5	40	23	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	243	35	338	177	11	55	16	5	40	23	313
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.75	0.25	1.00	1.88	0.12	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1450	2535	365	1450	2730	170	1450	1105	345	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.23	0.06	0.06	0.04	0.01	0.01	0.03	0.02	0.22
Crit Volume:			139	338			55					313
Crit Moves:			****	****			****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #120 Spring Creek Dr & Broken Rail Ln

Cycle (sec):	100	Critical Vol./Cap.(X):	0.049
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	1 0	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	49	9	2	36	0	5	0	10	4	0	4
Growth Adj:	1.00	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	49	9	2	36	0	5	0	10	4	0	4
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	49	9	2	36	0	5	0	10	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	9	2	36	0	5	0	10	4	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	9	2	36	0	5	0	10	4	0	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.84	0.16	0.05	0.95	0.00	0.33	0.00	0.67	0.50	0.00	0.50
Final Sat.:	0	1352	248	84	1516	0	533	0	1067	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.02	0.02	0.00	0.01	0.00	0.01	0.01	0.00	0.01
Crit Volume:			58	2					15	4		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #121 Stanford Ranch Rd & Cobblestone Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	14	682	19	42	491	59	27	5	8	35	11	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:	14	682	19	42	491	59	27	5	8	35	11	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:	14	682	19	42	491	59	27	5	8	35	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	682	19	42	491	59	27	5	8	35	11	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
FinalVolume:	14	682	19	42	491	59	27	5	8	35	11	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.79	0.21	0.68	0.12	0.20	0.62	0.19	0.19
Final Sat.:	1500	2919	81	1500	2678	322	1013	188	300	921	289	289
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.03	0.18	0.18	0.03	0.03	0.03	0.04	0.04	0.04
Crit Volume:			351	42			27				57	
Crit Moves:			****	****			****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #122 Stanford Ranch Rd & Darby Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	2	28	47	7	49	80	1104	170	37	660	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2	28	47	7	49	80	1104	170	37	660	67
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:	65	2	28	47	7	49	80	1104	170	37	660	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2	28	47	7	49	80	1104	170	37	660	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	2	28	47	7	49	80	1104	170	37	660	67
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.97	0.03	1.00	0.46	0.07	0.47	1.00	1.73	0.27	1.00	1.82	0.18
Final Sat.:	1407	43	1450	662	99	690	1450	2513	387	1450	2633	267
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.07	0.07	0.07	0.06	0.44	0.44	0.03	0.25	0.25
Crit Volume:			67			103			637	37		
Crit Moves:		****			****				****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #123 Stanford Ranch Rd & Park Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	175	537	86	234	377	157	293	691	141	113	555	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	537	86	234	377	157	293	691	141	113	555	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	537	86	234	377	157	293	691	141	113	555	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	537	86	234	377	157	293	691	141	113	555	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	537	86	234	377	157	293	691	141	113	555	300
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.06	0.08	0.13	0.11	0.20	0.24	0.10	0.08	0.19	0.21
Crit Volume:		269		117			293					300
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #124 Stanford Ranch Rd & Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	125	1270	60	39	1127	63	85	2	201	89	2	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:	125	1270	60	39	1127	63	85	2	201	89	2	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:	125	1270	60	39	1127	63	85	2	201	89	2	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1270	60	39	1127	63	85	2	201	89	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1270	60	39	1127	63	85	2	201	89	2	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.86	0.14	1.00	2.84	0.16	1.95	0.05	1.00	0.98	0.02	1.00
Final Sat.:	1450	4154	196	1450	4120	230	2833	67	1450	1418	32	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.03	0.27	0.27	0.03	0.03	0.14	0.06	0.06	0.04
Crit Volume:	125				397				201		91	
Crit Moves:	****				****				****		****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #125 Stanford Ranch Rd & Stoney Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	92	694	133	11	532	15	17	17	50	81	12	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	694	133	11	532	15	17	17	50	81	12	4
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:	92	694	133	11	532	15	17	17	50	81	12	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	694	133	11	532	15	17	17	50	81	12	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	694	133	11	532	15	17	17	50	81	12	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.95	0.05	0.20	0.20	0.60	0.84	0.12	0.04
Final Sat.:	1500	2518	482	1500	2918	82	304	304	893	1253	186	62
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.01	0.18	0.18	0.06	0.06	0.06	0.06	0.06	0.06
Crit Volume:		414		11					84	81		
Crit Moves:		****		****					****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #126 Stanford Ranch Rd & Victory Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 1	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	77	0	96	57	1032	0	0	966	77
Growth Adj:	1.00	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	77	0	96	57	1032	0	0	966	77
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	77	0	96	57	1032	0	0	966	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	96	57	1032	0	0	966	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	77	0	96	57	1032	0	0	966	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	1500	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.06	0.04	0.23	0.00	0.00	0.21	0.05
Crit Volume:	0					96	57				322	
Crit Moves:						****	****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #127 Stanford Ranch Rd & West Oaks Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	22	583	249	186	104	80	288	948	9	80	516	170
Growth Adj:	1.00	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	583	249	186	104	80	288	948	9	80	516	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	583	249	186	104	80	288	948	9	80	516	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	583	249	186	104	80	288	948	9	80	516	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	583	249	186	104	80	288	948	9	80	516	170
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.17	0.13	0.04	0.06	0.20	0.22	0.01	0.06	0.12	0.12
Crit Volume:		292		186			288				172	
Crit Moves:		****		****			****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #128 Sunset Bl & Atherton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	0	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	392	108	77	193	18	213	228	1187	68	21	1830	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	108	77	193	18	213	228	1187	68	21	1830	541
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:	392	108	77	193	18	213	228	1187	68	21	1830	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	108	77	193	18	213	228	1187	68	21	1830	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	108	77	193	18	213	228	1187	68	21	1830	541
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.57	0.43	1.00	1.00	0.08	0.92	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2274	626	1450	1450	113	1337	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.05	0.13	0.16	0.16	0.16	0.27	0.05	0.01	0.42	0.37
Crit Volume:		250			231		228				610	
Crit Moves:		****			****		****				****	

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #129 Sunset Bl & Blue Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Protected				Protected			
Rights:	Ovl			Include			Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0	1	1	0	0	1	0	1	0	3	0 1
Volume Module:														
Base Vol:	303	36	338	29	20	4	27	1653	377		398	1720	58	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	303	36	338	29	20	4	27	1653	377		398	1720	58	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	303	36	338	29	20	4	27	1653	0		398	1720	58	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	303	36	338	29	20	4	27	1653	0		398	1720	58	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	303	36	338	29	20	4	27	1653	0		398	1720	58	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
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:	1.79	0.21	1.00	1.00	0.83	0.17	1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2592	308	1450	1450	1208	242	1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.12	0.23	0.02	0.02	0.02	0.02	0.38	0.00		0.27	0.40	0.04	
Crit Volume:		170		29				551			398			
Crit Moves:		****		****				****			****			

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #130 Sunset Bl & Fairway Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0 1
Volume Module:														
Base Vol:	139	32	237	13	19	29	63	1463	106		183	1669	13	
Growth Adj:	1.00	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	32	237	13	19	29	63	1463	106		183	1669	13	
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	32	237	13	19	29	63	1463	106		183	1669	13	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	139	32	237	13	19	29	63	1463	106		183	1669	13	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	139	32	237	13	19	29	63	1463	106		183	1669	13	
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00	0.21	0.31	0.48	1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1500	1500	1500	320	467	713	1500	3000	1500		1500	2977	23	
Capacity Analysis Module:														
Vol/Sat:	0.09	0.02	0.16	0.04	0.04	0.04	0.04	0.49	0.07		0.12	0.56	0.56	
Crit Volume:	139				61			732			183			
Crit Moves:	****				****			****			****			

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #131 Sunset Bl & Little Rock

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0	1	0	0 1! 0	0	1	0 2	1 0	1	0 2 1 0
Volume Module:												
Base Vol:	39	0	25	26	1	43	146	1638	49	75	1769	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	25	26	1	43	146	1638	49	75	1769	4
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	0	25	26	1	43	146	1638	49	75	1769	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	25	26	1	43	146	1638	49	75	1769	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	25	26	1	43	146	1638	49	75	1769	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.00	1.00	0.37	0.01	0.62	1.00	2.91	0.09	1.00	2.99	0.01
Final Sat.:	1450	0	1450	539	21	891	1450	4224	126	1450	4340	10
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.05	0.05	0.05	0.10	0.39	0.39	0.05	0.41	0.41
Crit Volume:	39					70	146					591
Crit Moves:	****					****	****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #132 Sunset Bl & Park Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	737	602	117	249	422	92	405	1349	355	462	1404	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	737	602	117	249	422	92	405	1349	355	462	1404	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	737	602	117	249	422	92	405	1349	0	462	1404	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	602	117	249	422	92	405	1349	0	462	1404	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	737	602	117	249	422	92	405	1349	0	462	1404	116
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.08	0.09	0.10	0.06	0.14	0.31	0.00	0.16	0.32	0.08
Crit Volume:	368					141			450		231	
Crit Moves:	****					****			****		****	

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #133 Sunset Bl & Pebble Creek

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 2 1 0	1	0 2	1 0
Volume Module:												
Base Vol:	26	12	29	60	5	144	204	1480	31	72	1674	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	12	29	60	5	144	204	1480	31	72	1674	62
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:	26	12	29	60	5	144	204	1480	31	72	1674	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	12	29	60	5	144	204	1480	31	72	1674	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	12	29	60	5	144	204	1480	31	72	1674	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.18	0.43	0.29	0.02	0.69	1.00	2.94	0.06	1.00	2.89	0.11
Final Sat.:	582	269	649	431	36	1033	1500	4408	92	1500	4339	161
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.14	0.14	0.34	0.34	0.05	0.39	0.39
Crit Volume:	26					209	204				579	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #134 Sunset Bl & Stanford Ranch Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	446	611	320	252	426	141	93	1091	377	381	1196	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	611	320	252	426	141	93	1091	377	381	1196	235
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:	446	611	320	252	426	141	93	1091	377	381	1196	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	611	320	252	426	141	93	1091	377	381	1196	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	611	320	252	426	141	93	1091	377	381	1196	235
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.22	0.09	0.10	0.10	0.03	0.25	0.26	0.13	0.27	0.16
Crit Volume:			320	126					377	191		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #135 Sunset Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 0 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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	47	226	230	760	153	123	68	1025	6	193	1290	564
Growth Adj:	1.00	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	226	230	760	153	123	68	1025	6	193	1290	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	47	226	230	760	153	123	68	1025	0	193	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	226	230	760	153	123	68	1025	0	193	1290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	47	226	230	760	153	123	68	1025	0	193	1290	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.16	0.52	0.05	0.08	0.05	0.24	0.00	0.13	0.30	0.00
Crit Volume:			230	760				342		193		
Crit Moves:			****	****				****		****		

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #136 W Stanford Ranch Rd & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.164
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	105	1141	154	412	516	377	790	493	122	229	517	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1141	154	412	516	377	790	493	122	229	517	311
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:	105	1141	154	412	516	377	790	493	122	229	517	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1141	154	412	516	377	790	493	122	229	517	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1141	154	412	516	377	790	493	122	229	517	311
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.11	0.14	0.18	0.26	0.54	0.17	0.08	0.08	0.18	0.21
Crit Volume:		380		206			790					311
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	0 2	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	14	442	0	568	129	510	609	614	13	1	247	345
Growth Adj:	1.00	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	442	0	568	129	510	609	614	13	1	247	345
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	442	0	568	129	510	609	614	13	1	247	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	442	0	568	129	510	609	614	13	1	247	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	442	0	568	129	510	609	614	13	1	247	345
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	1450	2900	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.20	0.09	0.18	0.21	0.21	0.01	0.00	0.06	0.24
Crit Volume:		221		284			305					345
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #138 Whitney Ranch Pkwy & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	1	25	3	0	7	7	660	91	44	375	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1	25	3	0	7	7	660	91	44	375	14
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:	53	1	25	3	0	7	7	660	91	44	375	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1	25	3	0	7	7	660	91	44	375	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1	25	3	0	7	7	660	91	44	375	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.01	0.32	0.30	0.00	0.70	1.00	1.76	0.24	1.00	1.93	0.07
Final Sat.:	1006	19	475	450	0	1050	1500	2636	364	1500	2892	108
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.00	0.01	0.00	0.25	0.25	0.03	0.13	0.13
Crit Volume:				79		3			376	44		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Whitney Ranch Pkwy & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	66	1	18	0	0	6	1	602	85	17	359	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:	66	1	18	0	0	6	1	602	85	17	359	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:	66	1	18	0	0	6	1	602	85	17	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1	18	0	0	6	1	602	85	17	359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1	18	0	0	6	1	602	85	17	359	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.99	0.01	1.00	0.00	0.00	1.00	1.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	1428	22	1450	0	0	1450	1450	2541	359	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.00	0.00	0.00	0.00	0.24	0.24	0.01	0.12	0.00
Crit Volume:		67				6			344	17		
Crit Moves:		****				****			****	****		

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #140 Whitney Ranch Pkwy & Spring Creek Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 0 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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	13	2	2	4	2	37	43	752	16	1	419	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2	2	4	2	37	43	752	16	1	419	13
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:	13	2	2	4	2	37	43	752	16	1	419	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2	2	4	2	37	43	752	16	1	419	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2	2	4	2	37	43	752	16	1	419	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.12	0.12	0.09	0.05	0.86	1.00	1.96	0.04	1.00	1.94	0.06
Final Sat.:	1147	176	176	140	70	1291	1500	2938	63	1500	2910	90
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.03	0.03	0.26	0.26	0.00	0.14	0.14
Crit Volume:	13				43			384		1		
Crit Moves:	****				****			****		****		

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City of Rocklin General Plan Update
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Wildcat Bl & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	1	1265	135	44	1157	1	1	35	2	70	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1265	135	44	1157	1	1	35	2	70	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1265	135	44	1157	1	1	35	2	70	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1265	135	44	1157	1	1	35	2	70	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1265	135	44	1157	1	1	35	2	70	7	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.81	0.19	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.23	0.77
Final Sat.:	1450	2620	280	1450	2897	3	1450	1450	1450	1450	327	1123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.03	0.40	0.40	0.00	0.02	0.00	0.05	0.02	0.02
Crit Volume:		700		44				35		70		
Crit Moves:		****		****				****		****		

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	369	738	49	85	354	207	434	695	373	49	325	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	738	49	85	354	207	434	695	373	49	325	101
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:	369	738	49	85	354	207	434	695	373	49	325	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	738	49	85	354	207	434	695	373	49	325	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	738	49	85	354	207	434	695	373	49	325	101
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.03	0.06	0.12	0.14	0.15	0.16	0.26	0.02	0.11	0.07
Crit Volume:	369					207			373	24		
Crit Moves:	****					****			****	****		

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #143 Wildcat Bl & S High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	63	1108	147	11	590	47	24	1	36	102	1	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:	63	1108	147	11	590	47	24	1	36	102	1	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:	63	1108	147	11	590	47	24	1	36	102	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1108	147	11	590	47	24	1	36	102	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1108	147	11	590	47	24	1	36	102	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.10	0.01	0.20	0.03	0.02	0.00	0.02	0.07	0.00	0.00
Crit Volume:		554		11					36	102		
Crit Moves:		****		****					****	****		

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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #144 Wildcat Bl & N High School Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1107	1	10	580	0	0	0	0	53	0	7
Growth Adj:	1.00	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	1107	1	10	580	0	0	0	0	53	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1107	1	10	580	0	0	0	0	53	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1107	1	10	580	0	0	0	0	53	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1107	1	10	580	0	0	0	0	53	0	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.01	0.19	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:		554		10					0	53		
Crit Moves:		****		****						****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #145 Wildcat Bl & Ranch View Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	2	1124	56	28	524	77	485	31	6	46	3	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1124	56	28	524	77	485	31	6	46	3	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1124	56	28	524	77	485	31	6	46	3	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1124	56	28	524	77	485	31	6	46	3	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1124	56	28	524	77	485	31	6	46	3	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.91	0.09	1.00	1.74	0.26	1.00	0.84	0.16	1.00	0.08	0.92
Final Sat.:	1450	2762	138	1450	2528	372	1450	1215	235	1450	118	1332
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.02	0.21	0.21	0.33	0.03	0.03	0.03	0.03	0.03
Crit Volume:		590		28			485					37
Crit Moves:		****		****			****					****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #152 Stanford Ranch Rd & Crest Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	569	295	589	437	0	0	0	0	143	0	359
Growth Adj:	1.00	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	569	295	589	437	0	0	0	0	143	0	359
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	569	295	589	437	0	0	0	0	143	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	295	589	437	0	0	0	0	143	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	569	295	589	437	0	0	0	0	143	0	359
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.32	0.68	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1976	1024	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.39	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.24
Crit Volume:		432		589			0					359
Crit Moves:		****		****								****

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #153 Whitney Blvd & Crest Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	364	0	59	0	0	0	0	332	552	27	138	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:	364	0	59	0	0	0	0	332	552	27	138	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:	364	0	59	0	0	0	0	332	552	27	138	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	59	0	0	0	0	332	552	27	138	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	0	59	0	0	0	0	332	552	27	138	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.00	0.14	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1291	0	209	0	0	0	0	1500	1500	1500	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.37	0.02	0.09	0.00
Crit Volume:			423			0			552		138	
Crit Moves:			****						****		****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #154 Park Dr & Crest Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.253
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	24	0	162	0	0	0	0	270	36	65	99	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:	24	0	162	0	0	0	0	270	36	65	99	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:	24	0	162	0	0	0	0	270	36	65	99	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	162	0	0	0	0	270	36	65	99	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	162	0	0	0	0	270	36	65	99	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2647	353	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.11	0.00	0.00	0.00	0.00	0.10	0.10	0.04	0.03	0.00
Crit Volume:			162		0			153		65		
Crit Moves:			****					****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #161 Granite Dr & Dominguez Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	135	467	82	71	492	7	102	274	275	182	147	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	467	82	71	492	7	102	274	275	182	147	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	467	82	71	492	7	102	274	275	182	147	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	467	82	71	492	7	102	274	275	182	147	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	467	82	71	492	7	102	274	275	182	147	121
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.70	0.30	1.00	1.97	0.03	1.00	0.50	0.50	1.00	0.55	0.45
Final Sat.:	1450	2467	433	1450	2859	41	1450	724	726	1450	795	655
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.05	0.17	0.17	0.07	0.38	0.38	0.13	0.18	0.18
Crit Volume:	135					250			549	182		
Crit Moves:	****					****			****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #162 Sierra College Bl & Dominguez Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	196	1830	83	65	1230	119	168	77	444	50	46	108
Growth Adj:	1.00	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	1830	83	65	1230	119	168	77	444	50	46	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1830	83	65	1230	119	168	77	444	50	46	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1830	83	65	1230	119	168	77	444	50	46	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1830	83	65	1230	119	168	77	444	50	46	108
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.87	0.13	1.00	2.74	0.26	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1450	4161	189	1450	3966	384	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.04	0.31	0.31	0.06	0.05	0.31	0.02	0.03	0.07
Crit Volume:			638	65					444	25		
Crit Moves:			****	****					****	****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #163 Park Dr & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	61	403	652	25	0	0	0	0	172	0	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	61	403	652	25	0	0	0	0	172	0	325
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	61	0	652	25	0	0	0	0	172	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	61	0	652	25	0	0	0	0	172	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	61	0	652	25	0	0	0	0	172	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.43	0.01	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Volume:		31		652				0		172		
Crit Moves:	****			****						****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #164 Nature Trail Wy & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 1	1	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	14	0	7	0	0	5	19	1000	37	21	478	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:	14	0	7	0	0	5	19	1000	37	21	478	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:	14	0	7	0	0	5	19	1000	37	21	478	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	7	0	0	5	19	1000	37	21	478	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	7	0	0	5	19	1000	37	21	478	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1450	0	1450	0	0	1450	1450	1450	1450	1450	1450	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.69	0.03	0.01	0.33	0.00
Crit Volume:	14					5		1000		21		
Crit Moves:	****					****		****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #165 Sierra College Bl & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 2	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	257	1415	0	0	744	296	419	0	603	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:	257	1415	0	0	744	296	419	0	603	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	257	1415	0	0	744	296	419	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1415	0	0	744	296	419	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	257	1415	0	0	744	296	419	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	3000	0	0	3000	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.25	0.20	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:		708			0		210				0	
Crit Moves:		****			****		****					

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #166 University Ave & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	335	186	36	179	72	489	337	1254	82	37	1684	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	186	36	179	72	489	337	1254	82	37	1684	84
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:	335	186	36	179	72	0	337	1254	82	37	1684	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	186	36	179	72	0	337	1254	82	37	1684	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	186	36	179	72	0	337	1254	82	37	1684	84
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.02	0.06	0.02	0.00	0.12	0.29	0.06	0.01	0.39	0.06
Crit Volume:	168				36		169				561	
Crit Moves:	****				****		****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #167 West Oaks Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	49	0	658	0	0	0	0	606	14	167	327	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:	49	0	658	0	0	0	0	606	14	167	327	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:	49	0	658	0	0	0	0	606	14	167	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	658	0	0	0	0	606	14	167	327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	658	0	0	0	0	606	14	167	327	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.44	0.00	0.00	0.00	0.00	0.20	0.01	0.11	0.11	0.00
Crit Volume:			658		0			303		0		
Crit Moves:			****					****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #168 West Oaks Bl & Painted Pony Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	132	736	0	0	189	0	0	0	69	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:	132	736	0	0	189	0	0	0	69	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:	132	736	0	0	189	0	0	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	736	0	0	189	0	0	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	736	0	0	189	0	0	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.06	0.00	0.00	0.00	0.05	0.00	0.00	0.00
Crit Volume:		368			0				69	0		
Crit Moves:		****			****				****			

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #169 Laredo Dr & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 2
Volume Module:												
Base Vol:	71	5	11	22	5	147	314	778	172	19	276	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	5	11	22	5	147	314	778	172	19	276	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	5	11	22	5	147	314	778	172	19	276	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	5	11	22	5	147	314	778	172	19	276	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	5	11	22	5	147	314	778	172	19	276	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	1.00	2.00	2.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	2900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.02	0.00	0.10	0.22	0.27	0.12	0.01	0.10	0.01
Crit Volume:	71					147	314				138	
Crit Moves:	****					****	****				****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #170 Rocklin Rd & Civic Centr Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	4	0	115	0	0	0	0	1515	7	142	1093	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:	4	0	115	0	0	0	0	1515	7	142	1093	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:	4	0	115	0	0	0	0	1515	7	142	1093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	115	0	0	0	0	1515	7	142	1093	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	115	0	0	0	0	1515	7	142	1093	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.51	0.00	0.09	0.36	0.00
Crit Volume:			115	0				758		142		
Crit Moves:			****					****		****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #171 Pacific St & Civic Center Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	1603	134	0	1356	0	0	0	0	121	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1603	134	0	1356	0	0	0	0	121	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1603	134	0	1356	0	0	0	0	121	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1603	134	0	1356	0	0	0	0	121	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1603	134	0	1356	0	0	0	0	121	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.09	0.00	0.45	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		802		0				0		121		
Crit Moves:		****		****						****		

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #201 Rocklin Rd & I-80 EB

Cycle (sec): 100 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 6 Average Delay (sec/veh): 65.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0 0 0	1	0	2 0 0	0	1	0 1 0
Volume Module:												
Base Vol:	590	0	612	0	0	0	470	1291	0	3	1645	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:	590	0	612	0	0	0	470	1291	0	3	1645	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:	590	0	612	0	0	0	470	1291	0	3	1645	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	0	612	0	0	0	470	1291	0	3	1645	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
FinalVolume:	590	0	612	0	0	0	470	1291	0	3	1645	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	0.95	0.95	1.00	0.89	0.89	0.89
Lanes:	1.49	0.00	1.51	0.00	0.00	0.00	1.00	2.00	0.00	0.01	1.81	0.18
Final Sat.:	2555	0	2586	0	0	0	1805	3610	0	6	3078	316
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.24	0.00	0.00	0.00	0.26	0.36	0.00	0.53	0.53	0.53
Crit Moves:			****				****				****	
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.24	0.72	0.00	0.49	0.49	0.49
Volume/Cap:	1.07	0.00	1.10	0.00	0.00	0.00	1.10	0.49	0.00	1.10	1.10	1.10
Delay/Veh:	87.2	0.0	97.0	0.0	0.0	0.0	110.6	6.1	0.0	79.4	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	0.0	97.0	0.0	0.0	0.0	110.6	6.1	0.0	79.4	79.4	79.4
LOS by Move:	F	A	F	A	A	A	F	A	A	E	E	E
HCM2kAvgQ:	20	0	21	0	0	0	24	9	0	44	44	44

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #202 Rocklin Rd & I-80 WB

Cycle (sec): 100 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 6 Average Delay (sec/veh): 71.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	2	1	1	2	0
Volume Module:												
Base Vol:	0	0	0	117	1	410	0	1635	721	655	1528	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	117	1	410	0	1635	721	655	1528	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	1	410	0	1635	0	655	1528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	1	410	0	1635	0	655	1528	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	1	410	0	1635	0	655	1528	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	1.00	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	4	1611	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.25	0.25	0.00	0.45	0.00	0.36	0.42	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.40	0.00	0.32	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	1.14	1.14	0.00	1.14	0.00	1.14	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	33.0	129	129.4	0.0	101	0.0	116.0	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	129	129.4	0.0	101	0.0	116.0	7.3	0.0
LOS by Move:	A	A	A	C	F	F	A	F	A	F	A	A
HCM2kAvgQ:	0	0	0	3	22	22	0	43	0	34	12	0

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #203 Sierra College Bl & I-80 WB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 9 Average Delay (sec/veh): 32.9
Optimal Cycle: 86 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	0	3	0	1	1	0
Volume Module:												
Base Vol:	164	1315	301	0	1686	74	58	0	328	579	48	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1315	301	0	1686	74	58	0	328	579	48	263
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:	164	1315	301	0	1686	74	58	0	328	579	48	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1315	301	0	1686	74	58	0	328	579	48	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1315	301	0	1686	74	58	0	328	579	48	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	1.00	0.91	0.85	0.95	1.00	0.85	0.92	0.87	0.87
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	2.00	0.31	1.69
Final Sat.:	1805	5187	1615	0	5187	1615	1805	0	1615	3502	512	2805
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.19	0.00	0.33	0.05	0.03	0.00	0.20	0.17	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.48	0.48	0.00	0.38	0.38	0.24	0.00	0.24	0.19	0.19	0.19
Volume/Cap:	0.86	0.53	0.39	0.00	0.86	0.12	0.14	0.00	0.86	0.86	0.49	0.49
Delay/Veh:	74.8	18.1	16.8	0.0	32.9	20.4	30.3	0.0	54.5	50.2	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	18.1	16.8	0.0	32.9	20.4	30.3	0.0	54.5	50.2	36.6	36.6
LOS by Move:	E	B	B	A	C	C	C	A	D	D	D	D
HCM2kAvgQ:	8	10	6	0	20	1	1	0	13	12	5	5

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #204 Sierra College Bl & I-80 EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	9	Average Delay (sec/veh):	28.4
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	1	0	0	0	2
Volume Module:												
Base Vol:	0	1555	100	322	1142	126	430	180	110	200	0	367
Growth Adj:	1.00	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	1555	100	322	1142	126	430	180	110	200	0	367
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	1555	100	322	1142	126	430	180	110	200	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1555	100	322	1142	126	430	180	110	200	0	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1555	100	322	1142	126	430	180	110	200	0	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85	0.95	1.00	0.75
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	2.00
Final Sat.:	0	6916	1615	3502	3610	1615	3502	3610	1615	1805	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.06	0.09	0.32	0.08	0.12	0.05	0.07	0.11	0.00	0.13
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.36	0.36	0.15	0.51	0.51	0.20	0.15	0.15	0.25	0.00	0.21
Volume/Cap:	0.00	0.63	0.17	0.63	0.62	0.15	0.62	0.32	0.44	0.44	0.00	0.62
Delay/Veh:	0.0	27.0	22.0	42.5	18.5	13.3	38.6	38.0	39.7	32.3	0.0	38.2
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:	0.0	27.0	22.0	42.5	18.5	13.3	38.6	38.0	39.7	32.3	0.0	38.2
LOS by Move:	A	C	C	D	B	B	D	D	D	C	A	D
HCM2kAvgQ:	0	11	2	6	14	2	7	3	4	5	0	7

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #206 Sunset & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	6	Average Delay (sec/veh):	12.3
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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	482	0	177	0	1593	964	0	1897	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	482	0	177	0	1593	964	0	1897	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	482	0	177	0	1593	0	0	1897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	482	0	177	0	1593	0	0	1897	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	482	0	177	0	1593	0	0	1897	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	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.11	0.00	0.44	0.00	0.00	0.53	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.56	0.00	0.59	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	40.9	0.0	38.7	0.0	6.2	0.0	0.0	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	0.0	38.7	0.0	6.2	0.0	0.0	7.7	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	9	0	6	0	12	0	0	17	0

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #207 Sunset & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 6 Average Delay (sec/veh): 14.5
Optimal Cycle: 45 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	697	0	119		0	0	0		0	1724	352		0	1406	655	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	697	0	119		0	0	0		0	1724	352		0	1406	655	
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:	697	0	119		0	0	0		0	1724	352		0	1406	655	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	697	0	119		0	0	0		0	1724	352		0	1406	655	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	697	0	119		0	0	0		0	1724	352		0	1406	655	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		1.00	0.95	0.85	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	3502	0	1615		0	0	0		0	3610	1615		0	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.07		0.00	0.00	0.00		0.00	0.48	0.22		0.00	0.39	0.41	
Crit Moves:	****									****			****			
Green/Cycle:	0.28	0.00	0.28		0.00	0.00	0.00		0.00	0.66	0.66		0.00	0.66	0.66	
Volume/Cap:	0.72	0.00	0.27		0.00	0.00	0.00		0.00	0.72	0.33		0.00	0.59	0.61	
Delay/Veh:	35.3	0.0	28.6		0.0	0.0	0.0		0.0	11.9	7.4		0.0	9.7	10.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.3	0.0	28.6		0.0	0.0	0.0		0.0	11.9	7.4		0.0	9.7	10.6	
LOS by Move:	D	A	C		A	A	A		A	B	A		A	A	B	
HCM2kAvgQ:	11	0	3		0	0	0		0	19	5		0	13	12	

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #208 Whitney Ranch Pkwy & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 6 Average Delay (sec/veh): 32.5
Optimal Cycle: 154 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		483	0	678		0	1562	311		0	1758	707	
Growth Adj:	1.00	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		483	0	678		0	1562	311		0	1758	707	
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		483	0	678		0	1562	311		0	1758	707	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		483	0	678		0	1562	311		0	1758	707	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		483	0	678		0	1562	311		0	1758	707	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.92	1.00	0.85		1.00	0.95	0.85		1.00	0.95	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		0	3610	1615		0	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.00	0.42		0.00	0.43	0.19		0.00	0.49	0.44	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.44	0.00	0.44		0.00	0.50	0.50		0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00		0.32	0.00	0.96		0.00	0.86	0.38		0.00	0.96	0.87	
Delay/Veh:	0.0	0.0	0.0		18.6	0.0	52.9		0.0	25.9	15.5		0.0	37.6	31.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		18.6	0.0	52.9		0.0	25.9	15.5		0.0	37.6	31.6	
LOS by Move:	A	A	A		B	A	D		A	C	B		A	D	C	
HCM2kAvgQ:	0	0	0		5	0	26		0	25	6		0	34	22	

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #209 Whitney Ranch Pkwy & SR 65 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	6	Average Delay (sec/veh):	16.2
Optimal Cycle:	67	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	374	0	227	0	0	0	0	1445	599	0	2091	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	0	227	0	0	0	0	1445	599	0	2091	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	374	0	227	0	0	0	0	1445	0	0	2091	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	0	227	0	0	0	0	1445	0	0	2091	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	374	0	227	0	0	0	0	1445	0	0	2091	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.14	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.58	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.84	0.00	0.57	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.84	0.00
Delay/Veh:	48.6	0.0	34.8	0.0	0.0	0.0	0.0	8.2	0.0	0.0	13.9	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:	48.6	0.0	34.8	0.0	0.0	0.0	0.0	8.2	0.0	0.0	13.9	0.0
LOS by Move:	D		A	C		A	A		A	A		B	A
HCM2kAvgQ:	14		0	7		0	0		0	12		0	27	0

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #210 Blue Oaks Blvd & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	6	Average Delay (sec/veh):	27.0
Optimal Cycle:	32	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	566	378	742	127	614	172	0	437	180	506	1122	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	378	742	127	614	172	0	437	180	506	1122	375
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	566	378	742	127	614	0	0	437	180	506	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	378	742	127	614	0	0	437	180	506	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	566	378	742	127	614	0	0	437	180	506	1122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.95	0.95	1.00	1.00	0.91	0.85	0.92	0.91	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	2842	1805	3610	1900	0	6916	1615	3502	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.26	0.07	0.17	0.00	0.00	0.06	0.11	0.14	0.22	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.35	0.61	0.21	0.29	0.00	0.00	0.11	0.39	0.26	0.37	0.00
Volume/Cap:	0.58	0.30	0.43	0.33	0.58	0.00	0.00	0.56	0.29	0.56	0.58	0.00
Delay/Veh:	32.1	23.4	10.3	33.7	31.1	0.0	0.0	42.9	21.2	33.0	25.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	23.4	10.3	33.7	31.1	0.0	0.0	42.9	21.2	33.0	25.7	0.0
LOS by Move:	C		C	B		C	A		D	C		C	A
HCM2kAvgQ:	8		4	7		3	9		0	0		4	4	7	11	0

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #211 Blue Oaks Blvd & SR 65 NB Off

Cycle (sec): 100 Critical Vol./Cap.(X): 1.082
Loss Time (sec): 6 Average Delay (sec/veh): 41.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Ignore			Ignore			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 2	0 1		0	1 1	0 1	
Volume Module:														
Base Vol:	122	0	427	0	0	0	0	1534	477		166	1838	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:	122	0	427	0	0	0	0	1534	477		166	1838	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	122	0	0	0	0	0	0	1534	477		166	1838	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	122	0	0	0	0	0	0	1534	477		166	1838	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	122	0	0	0	0	0	0	1534	477		166	1838	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00		0.17	1.83	1.00	
Final Sat.:	3502	0	1900	0	0	0	0	3610	1615		298	3298	1900	
Capacity Analysis Module:														
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.30		0.56	0.56	0.00	
Crit Moves:	****							****			****			
Green/Cycle:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39		0.52	0.91	0.00	
Volume/Cap:	1.08	0.00	0.00	0.00	0.00	0.00	0.00	1.08	0.75		1.08	0.61	0.00	
Delay/Veh:	156.9	0.0	0.0	0.0	0.0	0.0	0.0	79.8	31.2		71.2	1.3	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	156.9	0.0	0.0	0.0	0.0	0.0	0.0	79.8	31.2		71.2	1.3	0.0	
LOS by Move:	F	A	A	A	A	A	A	E	C		E	A	A	
HCM2kAvgQ:	5	0	0	0	0	0	0	37	14		47	8	0	

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

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City of Rocklin General Plan Update
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PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #212 Pleasant Grove Blvd & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 6 Average Delay (sec/veh): 19.3
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Ovl			Include			Ignore				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	3	0 0	0 2	0	0 0	0 0	0	0 3	0 1		0	0 3	0 1	
Volume Module:														
Base Vol:	591	0	771	0	0	0	0	2049	602		0	2418	213	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	591	0	771	0	0	0	0	2049	602		0	2418	213	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	591	0	771	0	0	0	0	2049	0		0	2418	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	591	0	771	0	0	0	0	2049	0		0	2418	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	591	0	771	0	0	0	0	2049	0		0	2418	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.49	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00		1.00	0.91	1.00	
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	2803	0	2842	0	0	0	0	5187	1900		0	5187	1900	
Capacity Analysis Module:														
Vol/Sat:	0.21	0.00	0.27	0.00	0.00	0.00	0.00	0.40	0.00		0.00	0.47	0.00	
Crit Moves:			****				****					****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.59	0.00		0.00	0.59	0.00	
Volume/Cap:	0.61	0.00	0.78	0.00	0.00	0.00	0.00	0.66	0.00		0.00	0.78	0.00	
Delay/Veh:	28.3	0.0	33.6	0.0	0.0	0.0	0.0	14.2	0.0		0.0	16.8	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.3	0.0	33.6	0.0	0.0	0.0	0.0	14.2	0.0		0.0	16.8	0.0	
LOS by Move:	C	A	C	A	A	A	A	B	A		A	B	A	
HCM2kAvgQ:	6	0	14	0	0	0	0	16	0		0	22	0	

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #213 Pleasant Grove Blvd & SR 65 SB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 6 Average Delay (sec/veh): 9.8
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	2	0	3	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	334	0	526	0	2325	406	0	2110	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	334	0	526	0	2325	406	0	2110	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	0	0	2325	0	0	2110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	0	0	2325	0	0	2110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	334	0	0	0	2325	0	0	2110	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	0.60	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2282	0	3344	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.45	0.00	0.00	0.41	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	37.1	0.0	0.0	0.0	8.1	0.0	0.0	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.1	0.0	0.0	0.0	8.1	0.0	0.0	7.4	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	0	0	14	0	0	12	0

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #214 Stanford Ranch Rd & SR 65 NB

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 6 Average Delay (sec/veh): 14.3
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	3	0	1	0	0	0	1
Volume Module:												
Base Vol:	1037	1669	0	0	2097	182	0	0	323	0	0	1001
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1037	1669	0	0	2097	182	0	0	323	0	0	1001
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1037	1669	0	0	2097	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1037	1669	0	0	2097	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1037	1669	0	0	2097	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5187	0	0	5187	1900	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.30	0.32	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.40	0.94	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.75	0.34	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	28.0	0.3	0.0	0.0	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	0.3	0.0	0.0	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	15	2	0	0	19	0	0	0	0	0	0	0

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #215 Stanford Ranch Rd & SR 65 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	6	Average Delay (sec/veh):	10.1
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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	2	0	3 0 0	0	0	0 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	0	2803	524	616	1900	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2803	524	616	1900	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2803	0	616	1900	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2803	0	616	1900	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2803	0	616	1900	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	5187	1900	3502	5187	0	0	0	1900	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.18	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.71	0.00	0.23	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.00	0.76	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.2	0.0	40.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	0.0	40.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	21	0	11	2	0	0	0	0	0	0	0

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #301 Sierra College Bl & Brace Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	6	Average Delay (sec/veh):	37.0
Optimal Cycle:	132	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	2 1 0	0	0	0 0 1	1	0	0 0 1
Volume Module:												
Base Vol:	0	1625	299	510	1164	0	0	0	60	289	0	369
Growth Adj:	1.00	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	1625	299	510	1164	0	0	0	60	289	0	369
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	1625	299	510	1164	0	0	0	60	289	0	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1625	299	510	1164	0	0	0	60	289	0	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1625	299	510	1164	0	0	0	60	289	0	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.91	0.91	1.00	1.00	0.87	0.95	1.00	0.85
Lanes:	0.00	2.53	0.47	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4280	788	1805	5187	0	0	0	1644	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.28	0.22	0.00	0.00	0.00	0.04	0.16	0.00	0.23
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.40	0.40	0.30	0.70	0.00	0.00	0.00	0.04	0.20	0.00	0.24
Volume/Cap:	0.00	0.95	0.95	0.95	0.32	0.00	0.00	0.00	0.81	0.82	0.00	0.95
Delay/Veh:	0.0	39.2	39.2	60.5	5.9	0.0	0.0	0.0	95.4	52.0	0.0	69.7
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:	0.0	39.2	39.2	60.5	5.9	0.0	0.0	0.0	95.4	52.0	0.0	69.7
LOS by Move:	A	D	D	E	A	A	A	A	F	D	A	E
HCM2kAvgQ:	0	26	26	20	5	0	0	0	4	11	0	16

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #302 Sierra College Bl & Taylor Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 12 Average Delay (sec/veh): 56.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	226	1476	287	120	1017	189	272	450	315	332	302	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	1476	287	120	1017	189	272	450	315	332	302	108
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:	226	1476	287	120	1017	189	272	450	315	332	302	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1476	287	120	1017	189	272	450	315	332	302	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1476	287	120	1017	189	272	450	315	332	302	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.41	0.18	0.07	0.28	0.12	0.15	0.24	0.20	0.18	0.16	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.40	0.40	0.07	0.32	0.32	0.20	0.23	0.23	0.18	0.21	0.21
Volume/Cap:	0.87	1.02	0.44	1.02	0.87	0.36	0.75	1.02	0.84	1.02	0.75	0.32
Delay/Veh:	67.8	58.3	22.3	134.6	39.3	26.4	46.0	85.9	51.8	95.6	44.5	33.8
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:	67.8	58.3	22.3	134.6	39.3	26.4	46.0	85.9	51.8	95.6	44.5	33.8
LOS by Move:	E	E	C	F	D	C	D	F	D	F	D	C
HCM2kAvgQ:	10	32	7	7	19	5	10	21	12	16	10	3

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #304 Sierra College Bl & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 12 Average Delay (sec/veh): 34.6
Optimal Cycle: 99 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	2	1246	39	347	783	16	187	21	4	15	4	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1246	39	347	783	16	187	21	4	15	4	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1246	39	347	783	16	187	21	4	15	4	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1246	39	347	783	16	187	21	4	15	4	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1246	39	347	783	16	187	21	4	15	4	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.88	0.10	0.02	0.09	0.02	0.89
Final Sat.:	1805	3486	109	1805	3527	72	1601	180	34	147	39	1479
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.19	0.22	0.22	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:		****		****				****			****	
Green/Cycle:	0.00	0.41	0.41	0.22	0.63	0.63	0.13	0.13	0.13	0.12	0.12	0.12
Volume/Cap:	0.35	0.87	0.87	0.87	0.35	0.35	0.87	0.87	0.87	0.87	0.87	0.87
Delay/Veh:	84.2	33.2	33.2	56.4	9.1	9.1	70.0	70.0	70.0	75.8	75.8	75.8
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:	84.2	33.2	33.2	56.4	9.1	9.1	70.0	70.0	70.0	75.8	75.8	75.8
LOS by Move:	F	C	C	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	22	22	13	6	6	9	9	9	8	8	8

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #305 Taylor Rd & King Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	288	473	244	33	324	101	92	290	234	121	96	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	473	244	33	324	101	92	290	234	121	96	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	473	244	33	324	101	92	290	234	121	96	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	473	244	33	324	101	92	290	234	121	96	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	473	244	33	324	101	92	290	234	121	96	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	1.32	0.68	1.00	1.52	0.48	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	2260	1166	1805	2653	827	1805	1900	1615	1805	1337	487
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.02	0.12	0.12	0.05	0.15	0.14	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.28	0.45	0.45	0.04	0.21	0.21	0.16	0.27	0.27	0.12	0.23	0.23
Volume/Cap:	0.57	0.46	0.46	0.46	0.57	0.57	0.32	0.57	0.54	0.57	0.32	0.32
Delay/Veh:	32.4	19.0	19.0	51.6	36.2	36.2	37.8	33.2	32.7	45.4	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	19.0	19.0	51.6	36.2	36.2	37.8	33.2	32.7	45.4	32.8	32.8
LOS by Move:	C	B	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	2	7	7	3	8	7	4	3	3

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #306 Taylor Rd & Horseshoe Bar

Cycle (sec): 100 Critical Vol./Cap.(X): 1.100
Loss Time (sec): 9 Average Delay (sec/veh): 81.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	616	182	462	472	4	13	7	5	139	8	479
Growth Adj:	1.00	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	616	182	462	472	4	13	7	5	139	8	479
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	616	182	462	472	4	13	7	5	139	8	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	616	182	462	472	4	13	7	5	139	8	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	616	182	462	472	4	13	7	5	139	8	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.96	0.96	0.85
Lanes:	1.00	0.77	0.23	1.00	0.99	0.01	0.52	0.28	0.20	0.95	0.05	1.00
Final Sat.:	1805	1417	419	1805	1882	16	937	505	360	1716	99	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.26	0.25	0.25	0.01	0.01	0.01	0.08	0.08	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.40	0.40	0.23	0.62	0.62	0.01	0.01	0.01	0.27	0.27	0.27
Volume/Cap:	0.41	1.10	1.10	1.10	0.41	0.41	1.10	1.10	1.10	0.30	0.30	1.10
Delay/Veh:	62.3	94.5	94.5	112.2	10.0	10.0	271.2	271	271.2	29.4	29.4	109.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	94.5	94.5	112.2	10.0	10.0	271.2	271	271.2	29.4	29.4	109.6
LOS by Move:	E	F	F	F	B	B	F	F	F	C	C	F
HCM2kAvgQ:	1	38	38	24	7	7	3	3	3	4	4	24

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS

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

Intersection #307 Rocklin Rd & Barton Rd

Cycle (sec):	100					Critical Vol./Cap. (X):					0.789				
Loss Time (sec):	0					Average Delay (sec/veh):					22.5				
Optimal Cycle:	0					Level Of Service:					C				
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	249	114		0	0	102	122		421	0	508		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:	249	114		0	0	102	122		421	0	508		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:	249	114		0	0	102	122		421	0	508		0	0		0
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0		0
Reduced Vol:	249	114		0	0	102	122		421	0	508		0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	249	114		0	0	102	122		421	0	508		0	0		0
Saturation Flow Module:																
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	1.00		0.00	0.00	0.46	0.54		1.00	0.00	1.00		0.00	0.00		0.00
Final Sat.:	469	499		0	0	251	301		534	0	648		0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.53	0.23		xxxx	xxxx	0.41	0.41		0.79	xxxx	0.78		xxxx	xxxx		xxxx
Crit Moves:	****						****		****							
Delay/Veh:	18.1	11.7		0.0	0.0	13.6	13.6		29.7	0.0	24.9		0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	18.1	11.7		0.0	0.0	13.6	13.6		29.7	0.0	24.9		0.0	0.0		0.0
LOS by Move:	C	B		*	*	B	B		D	*	C		*	*		*
ApproachDel:	16.1					13.6			27.1				xxxxxx			
Delay Adj:	1.00					1.00			1.00				xxxxx			
ApprAdjDel:	16.1					13.6			27.1				xxxxxx			
LOS by Appr:	C					B			D				*			
AllWayAvgQ:	1.0	0.3		0.0	0.6	0.6	0.6		3.0	0.0	3.0		0.0	0.0		0.0

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS

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

Intersection #308 Barton Rd & Brace Rd

Average Delay (sec/veh):	65.7					Worst Case Level Of Service:					F[271.3]				
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	214		0	122		0	0		0	0	541	171	182	186		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	1.00
Initial Bse:	214		0	122		0	0		0	0	541	171	182	186		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	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	1.00
PHF Volume:	214		0	122		0	0		0	0	541	171	182	186		0
Reduct Vol:	0		0	0		0	0		0	0	0	0	0	0		0
FinalVolume:	214		0	122		0	0		0	0	541	171	182	186		0
Critical Gap Module:																
Critical Gp:	6.4	6.5		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1177	1177		627	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		712	xxxx	xxxxx		
Potent Cap.:	213	193		487	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		897	xxxx	xxxxx		
Move Cap.:	176	149		487	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		897	xxxx	xxxxx		
Volume/Cap:	1.21	0.00		0.25	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		10.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*		B	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	229	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	19.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.8	xxxx	xxxxx			
Shrd ConDel:	xxxxx	271	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		10.0	xxxx	xxxxx			
Shared LOS:	*	F		*	*	*	*	*	*		B	*	*			
ApproachDel:	271.3			xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:	F			*			*				*					

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS

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

Intersection #309 Horseshoe Bar Rd & I-80 WB Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	26.4
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	293	568	175	47	268	536	81	46	173	70	49	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:	293	568	175	47	268	536	81	46	173	70	49	140
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:	293	568	175	47	268	536	81	46	173	70	49	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	568	175	47	268	536	81	46	173	70	49	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	568	175	47	268	536	81	46	173	70	49	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.85	0.95	0.89	0.89
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	0.64	0.36	1.00	1.00	0.26	0.74
Final Sat.:	1805	2663	821	1805	1900	1615	1174	667	1615	1805	438	1251
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.03	0.14	0.33	0.07	0.07	0.11	0.04	0.11	0.11
Crit Moves:	****					****			****		****	
Green/Cycle:	0.23	0.62	0.62	0.08	0.47	0.47	0.15	0.15	0.15	0.16	0.16	0.16
Volume/Cap:	0.71	0.35	0.35	0.35	0.30	0.71	0.46	0.46	0.71	0.25	0.71	0.71
Delay/Veh:	41.4	9.4	9.4	45.4	16.8	24.6	40.0	40.0	50.0	37.4	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	9.4	9.4	45.4	16.8	24.6	40.0	40.0	50.0	37.4	48.9	48.9
LOS by Move:	D	A	A	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	10	6	6	2	5	14	4	4	7	2	7	7

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

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS

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

Intersection #310 Horseshoe Bar Rd & I-80 EB Ramp

Average Delay (sec/veh): 31.6 Worst Case Level Of Service: F[107.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	647	301			120	449	0			0	0	0			193	0	423		
Growth Adj:	1.00	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	647	301			120	449	0			0	0	0			193	0	423		
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	647	301			120	449	0			0	0	0			193	0	423		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	647	301			120	449	0			0	0	0			193	0	423		
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			948	xxxx	xxxxx			xxxx	xxxx	xxxxx			1336	xxxx	647		
Potent Cap.:	xxxx	xxxx	xxxxx			732	xxxx	xxxxx			xxxx	xxxx	xxxxx			171	xxxx	475		
Move Cap.:	xxxx	xxxx	xxxxx			732	xxxx	xxxxx			xxxx	xxxx	xxxxx			148	xxxx	475		
Volume/Cap:	xxxx	xxxx	xxxx			0.16	xxxx	xxxx			xxxx	xxxx	xxxx			1.31	xxxx	0.89		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.6	xxxx	xxxxx			xxxx	xxxx	xxxxx			11.8	xxxx	9.8		
Control Del:	xxxxx	xxxx	xxxxx			10.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx			236.1	xxxx	48.5		
LOS by Move:	*	*	*			B	*	*			*	*	*			F	*	E		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			10.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			B	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					107.3				
ApproachLOS:	*					*					*					F				

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

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

Intersection #1216 Sierra College Blvd & SR 193

Cycle (sec):	100			Critical Vol./Cap.(X):			0.927									
Loss Time (sec):	9			Average Delay (sec/veh):			34.9									
Optimal Cycle:	119			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:	Ovl			Include			Ovl			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 1	1 0				
Volume Module:																
Base Vol:	1080	5	290	4	4	8	5	528	599	129	371	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:	1080	5	290	4	4	8	5	528	599	129	371	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:	1080	5	290	4	4	8	5	528	599	129	371	76				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1080	5	290	4	4	8	5	528	599	129	371	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				
FinalVolume:	1080	5	290	4	4	8	5	528	599	129	371	76				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.71	0.71	0.85	0.91	0.91	0.91	0.95	0.95	0.85	0.95	0.93	0.93				
Lanes:	1.99	0.01	1.00	0.25	0.25	0.50	1.00	2.00	1.00	1.00	1.66	0.34				
Final Sat.:	2689	12	1615	432	432	863	1805	3610	1615	1805	2921	598				
Capacity Analysis Module:																
Vol/Sat:	0.40	0.40	0.18	0.01	0.01	0.01	0.00	0.15	0.37	0.07	0.13	0.13				
Crit Moves:		****							****	****						
Green/Cycle:	0.43	0.43	0.51	0.43	0.43	0.43	0.01	0.40	0.40	0.08	0.47	0.47				
Volume/Cap:	0.93	0.93	0.35	0.02	0.02	0.02	0.27	0.37	0.93	0.93	0.27	0.27				
Delay/Veh:	39.4	39.4	14.9	16.2	16.2	16.2	57.0	21.2	48.3	100.5	16.4	16.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	39.4	39.4	14.9	16.2	16.2	16.2	57.0	21.2	48.3	100.5	16.4	16.4				
LOS by Move:	D	D	B	B	B	B	E	C	D	F	B	B				
HCM2kAvgQ:	20	20	5	0	0	0	0	6	22	7	4	4				

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

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Published Circular 212 Capacities)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#501 E Lincoln Pkwy & Twelve Bridge	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#1502 Sierra College & Twelve Bridge	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#1601 Sierra College & English Colon	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #501 E Lincoln Pkwy & Twelve Bridges

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	12	958	153	58	228	418	648	770	3	81	579	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	958	153	58	228	418	648	770	3	81	579	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	958	153	58	228	418	648	770	3	81	579	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	958	153	58	228	418	648	770	3	81	579	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	958	153	58	228	418	648	770	3	81	579	92
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	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.11	0.04	0.08	0.30	0.24	0.28	0.00	0.06	0.21	0.07
Crit Volume:		479			58			324			290	
Crit Moves:		****			****			****			****	

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #1502 Sierra College & Twelve Bridges

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	160	1406		0	0	666		25	22		0	254	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:	160	1406		0	0	666		25	22		0	254	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:	160	1406		0	0	666		25	22		0	254	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	160	1406		0	0	666		25	22		0	254	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	160	1406		0	0	666		25	22		0	254	0		0	0
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1425	2850		0	0	2850		1425	1425		0	1425	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.49		0.00	0.00	0.23		0.02	0.02		0.00	0.18	0.00		0.00	0.00
Crit Volume:		703			0							254	0			
Crit Moves:		****			****							****				

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City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Published Circular 212 Capacities)

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

Intersection #1601 Sierra College & English Colony

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 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				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1807		45	195	984		0	0		0	0	110		0	246
Growth Adj:	1.00	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	1807		45	195	984		0	0		0	0	110		0	246
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	1807		45	195	984		0	0		0	0	110		0	246
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1807		45	195	984		0	0		0	0	110		0	246
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1807		45	195	984		0	0		0	0	110		0	246
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	2.00		1.00	1.00	2.00		0.00	0.00		0.00	0.00	0.31		0.00	0.69
Final Sat.:	0	2850		1425	1425	2850		0	0		0	0	440		0	985
Capacity Analysis Module:																
Vol/Sat:	0.00	0.63		0.03	0.14	0.35		0.00	0.00		0.00	0.00	0.25		0.00	0.25
Crit Volume:		904			0							0				356
Crit Moves:		****			****											****

Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#401 Pleasant Grove & Fairway	F	xxxxx	1.043	F	xxxxx	1.043	+ 0.000
#402 Stanford Ranch & Fairway	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
#403 Stanford Ranch & Five Star	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
#404 Pleasant Grove & Roseville Pkw	F	xxxxx	1.088	F	xxxxx	1.088	+ 0.000
#405 Galleria & Roseville Pkwy	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000
#406 Roseville Parkway & Taylor	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000
#407 Roseville Parkway & N. Sunrise	E	xxxxx	0.997	E	xxxxx	0.997	+ 0.000
#408 Sierra College & Secret Ravine	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000

Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #401 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	672	1477	602	142	1086	239	265	545	747	806	469	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	672	1477	602	142	1086	239	265	545	747	806	469	144
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:	672	1477	602	142	1086	239	265	545	747	806	469	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	1477	602	142	1086	239	265	545	747	806	469	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	672	1477	602	142	1086	239	265	545	747	806	469	144
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.42	0.05	0.25	0.16	0.09	0.19	0.52	0.28	0.16	0.10
Crit Volume:	0				362				747	403		
Crit Moves:	****				****				****	****		

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #402 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 0	1 0
Volume Module:												
Base Vol:	336	1022	290	72	924	45	63	400	324	205	380	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:	336	1022	290	72	924	45	63	400	324	205	380	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:	336	1022	290	72	924	45	63	400	324	205	380	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1022	290	72	924	45	63	400	324	205	380	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	1022	290	72	924	45	63	400	324	205	380	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1378	73
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.20	0.02	0.21	0.03	0.04	0.14	0.22	0.07	0.28	0.28
Crit Volume:	168				308			200			400	
Crit Moves:	****				****			****			****	

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #403 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 12 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			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	500	1461	370	67	1280	33	40	79	333	435	117	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1461	370	67	1280	33	40	79	333	435	117	131
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:	500	1461	370	67	1280	33	40	79	333	435	117	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1461	370	67	1280	33	40	79	333	435	117	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	1461	370	67	1280	33	40	79	333	435	117	131
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00	1.92	0.51	0.57
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2773	744	833
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.26	0.02	0.29	0.02	0.03	0.05	0.23	0.16	0.16	0.16
Crit Volume:	0				427				333			228
Crit Moves:	****				****				****			****

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #404 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 12 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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	710	939	1097	399	983	44	44	1459	783	844	1820	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	939	1097	399	983	44	44	1459	783	844	1820	193
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	939	0	399	983	0	44	1459	0	844	1820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	939	0	399	983	0	44	1459	0	844	1820	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	710	939	0	399	983	0	44	1459	0	844	1820	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.00	0.14	0.23	0.00	0.02	0.34	0.00	0.29	0.42	0.00
Crit Volume:		470			199			486			422	
Crit Moves:		****			****			****			****	

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #405 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 12 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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	599	752	33	1025	838	375	674	1701	874	270	1991	626
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	599	752	33	1025	838	375	674	1701	874	270	1991	626
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	599	752	0	1025	838	0	674	1701	0	270	1991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	752	0	1025	838	0	674	1701	0	270	1991	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	599	752	0	1025	838	0	674	1701	0	270	1991	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.00	0.24	0.19	0.00	0.23	0.29	0.00	0.09	0.34	0.00
Crit Volume:		251			342			337			498	
Crit Moves:		****			****			****			****	

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #406 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 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:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	304	344	184		469	315	165		225	2339	312		419	2209	584	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	304	344	184		469	315	165		225	2339	312		419	2209	584	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	304	344	184		469	315	165		225	2339	312		419	2209	584	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	304	344	184		469	315	165		225	2339	312		419	2209	584	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	304	344	184		469	315	165		225	2339	312		419	2209	584	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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	4.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.08	0.13		0.16	0.07	0.11		0.08	0.40	0.22		0.14	0.51	0.40	
Crit Volume:		115				235				113				736		
Crit Moves:		****				****				****				****		

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #407 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 12 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:	Ignore				Ovl				Ignore				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	1	0	0 1	1	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	555	157	406		159	287	394		149	2203	753		309	2416	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	555	157	406		159	287	394		149	2203	753		309	2416	88	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	555	157	0		159	287	394		149	2203	0		309	2416	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	555	157	0		159	287	394		149	2203	0		309	2416	88	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	555	157	0		159	287	394		149	2203	0		309	2416	88	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
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:	2.34	0.66	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3391	959	1450		1450	2900	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00		0.11	0.10	0.27		0.05	0.51	0.00		0.11	0.56	0.06	
Crit Volume:	237						394			734				155		
Crit Moves:	****						****			****				****		

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Rocklin General Plan Update
2030 Plus Project
Roseville Intersections

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

Intersection #408 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	9	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				Permitted				Permitted			
Rights:			Ovl				Ovl				Ovl				Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	208	1498		3	1	1577		370	762		2	177	3		5	3
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	208	1498		3	1	1577		370	762		2	177	3		5	3
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:	208	1498		3	1	1577		370	762		2	177	3		5	3
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	208	1498		3	1	1577		370	762		2	177	3		5	3
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	208	1498		3	1	1577		370	762		2	177	3		5	3
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00		0.01	0.99	0.38		0.62	1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	3000		17	1483	563		938	1500
Capacity Analysis Module:																
Vol/Sat:	0.14	0.50		0.00	0.00	0.53		0.25	0.25		0.12	0.12	0.01		0.01	0.00
Crit Volume:	208					788			381				8			
Crit Moves:	****					****			****					****		

INTERSECTION LOS WORKSHEETS
2030 CUMULATIVE PLUS PROJECT CONDITIONS
POTENTIAL MITIGATION MEASURES

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Granite Dr & Rocklin Rd	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000
# 4 Pacific St & Del Mar/ Domingue	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000
# 5 Pacific St & Farron St	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000
# 7 Pacific St & Rocklin Rd	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 14 Rocklin Rd & Sierra College Bl	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 20 Sunset Bl & Pacific St	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000
# 21 Sunset Bl & Springview Dr	E	xxxxx	0.910	E	xxxxx	0.910	+ 0.000
# 23 Sunset Bl & Whitney Bl	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000
#101 Blue Oaks Bl & Lonetree	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000
#128 Sunset Bl & Atherton	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
#132 Sunset Bl & Park Dr	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000
#135 Sunset Bl & West Oaks Bl	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
#136 W Stanford Ranch Rd & Sunset B	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000
#152 Stanford Ranch Rd & Crest Dr	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000
#162 Sierra College Bl & Dominguez	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

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

Intersection #1 Granite Dr & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 1	0	0 1	2 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	30	17	15	594	19	316	301	1653	10	32	1194	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:	30	17	15	594	19	316	301	1653	10	32	1194	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:	30	17	15	594	19	316	301	1653	10	32	1194	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	15	594	19	316	301	1653	10	32	1194	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
FinalVolume:	30	17	15	594	19	316	301	1653	10	32	1194	606
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.94	0.06	1.00	2.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	770	680	2810	90	1450	2900	4324	26	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.21	0.21	0.22	0.10	0.38	0.38	0.02	0.41	0.42
Crit Volume:		32				316	151					606
Crit Moves:	****					****	****					****

Rocklin General Plan Update
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Pacific St & Del Mar/ Dominguez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	265	905	153	69	745	68	155	192	356	202	162	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	905	153	69	745	68	155	192	356	202	162	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	265	905	153	69	745	68	155	192	0	202	162	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	905	153	69	745	68	155	192	0	202	162	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	905	153	69	745	68	155	192	0	202	162	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.71	0.29	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2481	419	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.05	0.26	0.05	0.11	0.13	0.00	0.14	0.11	0.05
Crit Volume:	265			373			192			202		
Crit Moves:	****			****			****			****		

Rocklin General Plan Update
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Pacific St & Farron St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 2	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	336	1416	30	104	1572	54	14	12	420	70	6	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:	336	1416	30	104	1572	54	14	12	420	70	6	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	336	1416	30	104	1572	54	14	12	0	70	6	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1416	30	104	1572	54	14	12	0	70	6	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	336	1416	30	104	1572	54	14	12	0	70	6	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.96	0.04	1.00	2.00	1.00	0.54	0.46	1.00	1.00	0.11	0.89
Final Sat.:	2900	2840	60	1450	2900	1450	781	669	1450	1450	164	1286
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.07	0.54	0.04	0.02	0.02	0.00	0.05	0.04	0.04
Crit Volume:	168			786			26			70		
Crit Moves:	****			****			****			****		

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With Identified Intersection Mitigations

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

Intersection #7 Pacific St & Rocklin Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	1	566	827	210	838	94	143	337	1	726	249	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	566	827	210	838	94	143	337	1	726	249	254
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	566	0	210	838	94	143	337	1	726	249	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	566	0	210	838	94	143	337	1	726	249	254
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	566	0	210	838	94	143	337	1	726	249	254
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.99	0.01	2.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2608	292	1450	2891	9	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.14	0.32	0.32	0.10	0.12	0.12	0.25	0.17	0.18
Crit Volume:		283		210					169	363		
Crit Moves:		****		****					****	****		

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Rocklin General Plan Update
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Rocklin Rd & Sierra College Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	656	1363	237	151	967	140	16	559	952	82	260	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	656	1363	237	151	967	140	16	559	952	82	260	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	656	1363	237	151	967	140	16	559	0	82	260	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	1363	237	151	967	140	16	559	0	82	260	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	656	1363	237	151	967	140	16	559	0	82	260	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.16	0.05	0.22	0.10	0.01	0.19	0.00	0.06	0.18	0.05
Crit Volume:	328				322			280		82		
Crit Moves:	****				****			****		****		

Rocklin General Plan Update
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With Identified Intersection Mitigations

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

Intersection #20 Sunset Bl & Pacific St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	2	1 0	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	758	719	17	59	780	1451	1071	114	360	22	111	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:	758	719	17	59	780	1451	1071	114	360	22	111	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	758	719	17	59	780	0	1071	114	0	22	111	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	719	17	59	780	0	1071	114	0	22	111	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	758	719	17	59	780	0	1071	114	0	22	111	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.93	0.07	1.00	3.00	1.00	2.71	0.29	1.00	1.00	2.00	1.00
Final Sat.:	2900	4250	100	1450	4350	1450	3932	418	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.26	0.17	0.17	0.04	0.18	0.00	0.27	0.27	0.00	0.02	0.04	0.02
Crit Volume:	379			260			395			55		
Crit Moves:	****			****			****			****		

Rocklin General Plan Update
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Sunset Bl & Springview Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 0 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	90	42	80	90	46	584	662	1416	122	223	2031	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	42	80	90	46	584	662	1416	122	223	2031	130
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:	90	42	80	90	46	0	662	1416	122	223	2031	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	42	80	90	46	0	662	1416	122	223	2031	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	42	80	90	46	0	662	1416	122	223	2031	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	0.68	0.32	1.00	0.66	0.34	0.00	2.00	2.76	0.24	1.00	2.82	0.18
Final Sat.:	989	461	1450	960	490	0	2900	4005	345	1450	4088	262
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.09	0.09	0.00	0.23	0.35	0.35	0.15	0.50	0.50
Crit Volume:	132			136			331			720		
Crit Moves:	****			****			****			****		

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

Intersection #23 Sunset Bl & Whitney Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	1	0	0	1 0	1	0	2	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	48	34	439		159	54	26		62	1563		50	507	1921		233
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	48	34	439		159	54	26		62	1563		50	507	1921		233
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	48	34	0		159	54	26		62	1563		50	507	1921		233
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	48	34	0		159	54	26		62	1563		50	507	1921		233
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	48	34	0		159	54	26		62	1563		50	507	1921		233
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
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:	0.59	0.41	1.00		1.00	0.68	0.32		1.00	2.91		0.09	2.00	2.68		0.32
Final Sat.:	849	601	1450		1450	979	471		1450	4215		135	2900	3879		471
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.11	0.06	0.06		0.04	0.37		0.37	0.17	0.50		0.50
Crit Volume:		82			159					538			254			
Crit Moves:	****				****					****			****			

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

Intersection #101 Blue Oaks Bl & Lonetree

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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				Ignore				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	1	0	3	0 1	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	651	388	92		49	758	941		810	589	487		132	432	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	651	388	92		49	758	941		810	589	487		132	432	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	651	388	92		49	758	0		810	589	0		132	432	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	651	388	92		49	758	0		810	589	0		132	432	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	651	388	92		49	758	0		810	589	0		132	432	61	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2900	4350	1450		1450	4350	1450		2900	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.09	0.06		0.03	0.17	0.00		0.28	0.14	0.00		0.09	0.10	0.04	
Crit Volume:	326					253			405					144		
Crit Moves:	****					****			****					****		

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Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sunset Bl & Atherton

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0 1	1	0 2	0 1	2	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	392	108	77	193	18	213	228	1187	68	21	1830	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	108	77	193	18	213	228	1187	68	21	1830	541
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:	392	108	77	193	18	0	228	1187	68	21	1830	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	108	77	193	18	0	228	1187	68	21	1830	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	108	77	193	18	0	228	1187	68	21	1830	541
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	1450	1450	1450	2900	1450	2900	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.05	0.13	0.01	0.00	0.08	0.27	0.05	0.01	0.42	0.37
Crit Volume:	196			193			114			610		
Crit Moves:	****			****			****			****		

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Rocklin General Plan Update
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With Identified Intersection Mitigations

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

Intersection #132 Sunset Bl & Park Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	737	602	117	249	422	92	405	1349	355	462	1404	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	737	602	117	249	422	92	405	1349	355	462	1404	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	737	602	117	249	422	92	405	1349	0	462	1404	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	602	117	249	422	92	405	1349	0	462	1404	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	737	602	117	249	422	92	405	1349	0	462	1404	116
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.08	0.09	0.10	0.06	0.14	0.31	0.00	0.16	0.32	0.08
Crit Volume:	246			141			450			231		
Crit Moves:	****			****			****			****		

Rocklin General Plan Update
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With Identified Intersection Mitigations

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

Intersection #135 Sunset Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	47	226	230	760	153	123	68	1025	6	193	1290	564
Growth Adj:	1.00	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	226	230	760	153	123	68	1025	6	193	1290	564
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	47	226	0	760	153	123	68	1025	0	193	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	226	0	760	153	123	68	1025	0	193	1290	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	47	226	0	760	153	123	68	1025	0	193	1290	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.00	0.26	0.05	0.08	0.05	0.24	0.00	0.13	0.30	0.00
Crit Volume:		113		380				342		193		
Crit Moves:		****		****				****		****		

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 W Stanford Ranch Rd & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	105	1141	154	412	516	377	790	493	122	229	517	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1141	154	412	516	377	790	493	122	229	517	311
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:	105	1141	154	412	516	377	790	493	122	229	517	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1141	154	412	516	377	790	493	122	229	517	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
FinalVolume:	105	1141	154	412	516	377	790	493	122	229	517	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	2900	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.11	0.14	0.18	0.26	0.27	0.17	0.08	0.08	0.12	0.00
Crit Volume:		380		206			395				172	
Crit Moves:		****		****			****				****	

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

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

Intersection #152 Stanford Ranch Rd & Crest Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	569	295	589	437	0	0	0	0	143	0	359
Growth Adj:	1.00	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	569	295	589	437	0	0	0	0	143	0	359
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:	0	569	295	589	437	0	0	0	0	143	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	295	589	437	0	0	0	0	143	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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
FinalVolume:	0	569	295	589	437	0	0	0	0	143	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.32	0.68	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1976	1024	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.39	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Volume:		432		589				0		143		
Crit Moves:		****		****						****		

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

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

Intersection #162 Sierra College Bl & Dominguez Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	196	1830	83	65	1230	119	168	77	444	50	46	108
Growth Adj:	1.00	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	1830	83	65	1230	119	168	77	444	50	46	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	196	1830	83	65	1230	119	168	77	0	50	46	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1830	83	65	1230	119	168	77	0	50	46	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	196	1830	83	65	1230	119	168	77	0	50	46	108
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	2.87	0.13	1.00	2.74	0.26	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1450	4161	189	1450	3966	384	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.04	0.31	0.31	0.06	0.05	0.00	0.02	0.03	0.07
Crit Volume:			638	65			84					108
Crit Moves:			****	****			****					****