

APPENDIX C

EXISTING PLUS PROJECT LOS WORKSHEETS

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 Average Delay (sec/veh): 19.7
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Split Phase, Permitted, Protected), and Rights (Include). Includes values for Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

Saturation Flow Module:

Table with 13 columns representing saturation flow factors (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 Average Delay (sec/veh): 26.1
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Split Phase, Protected, Permitted), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 Average Delay (sec/veh): 28.7
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 8 Average Delay (sec/veh): 20.0
Optimal Cycle: 47 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected, Permitted, Permitted), Rights (Include, Include, Include, Include). Includes values for Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

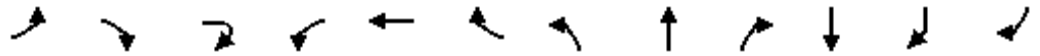
Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Volume, Crit Moves.

HCM Signalized Intersection Capacity Analysis
 10: I-80 WB & Sierra College Blvd.

10/6/2010































Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↖↗↘	↗	↖↗	↗	↖
Volume (vph)	0	4	1	619	6	230	0	467	144	646	97	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00		0.97	0.95	0.95		0.91	1.00	0.95	1.00	1.00
Frt		0.85		1.00	0.86	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)		1583		3433	1518	1504		5085	1583	3539	1863	1583
Flt Permitted		1.00		0.95	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)		1583		3433	1518	1504		5085	1583	3539	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	4	1	673	7	250	0	508	157	702	105	9
RTOR Reduction (vph)	0	1	0	0	84	11	0	0	0	0	0	4
Lane Group Flow (vph)	0	4	0	673	46	116	0	508	157	702	105	5
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)		1.3		23.1	28.4	82.0		53.6	90.0	53.6	53.6	53.6
Effective Green, g (s)		1.3		23.1	28.4	82.0		53.6	90.0	53.6	53.6	53.6
Actuated g/C Ratio		0.01		0.26	0.32	0.91		0.60	1.00	0.60	0.60	0.60
Clearance Time (s)		4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		23		881	479	1504		3028	1583	2108	1110	943
v/s Ratio Prot		0.00		c0.20	0.03	0.02		0.10		c0.20	0.06	
v/s Ratio Perm						0.05			c0.10			0.00
v/c Ratio		0.17		0.76	0.10	0.08		0.17	0.10	0.33	0.09	0.01
Uniform Delay, d1		43.8		30.9	21.7	0.4		8.2	0.0	9.2	7.8	7.4
Progression Factor		1.00		1.00	1.00	1.00		0.63	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.6		4.0	0.1	0.0		0.1	0.1	0.4	0.2	0.0
Delay (s)		47.4		34.9	21.8	0.4		5.2	0.1	9.6	8.0	7.4
Level of Service		D		C	C	A		A	A	A	A	A
Approach Delay (s)					28.4			4.0		9.4		
Approach LOS					C			A		A		

Intersection Summary		
HCM Average Control Delay	15.3	HCM Level of Service
HCM Volume to Capacity ratio	0.44	B
Actuated Cycle Length (s)	90.0	Sum of lost time (s)
Intersection Capacity Utilization	48.8%	ICU Level of Service
Analysis Period (min)	15	A
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

11: I-80 EB & Rocklin Crossings

10/6/2010

												
Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	 	 			 		  			 		
Volume (vph)	184	161	123	22	161	35	266	261	46	104	1050	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.64	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1192	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	200	175	134	24	175	38	289	284	50	113	1141	126
RTOR Reduction (vph)	0	0	80	0	0	0	0	0	19	0	0	0
Lane Group Flow (vph)	200	175	54	24	175	38	289	284	31	113	1141	126
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	15.2	15.2	15.2	15.2	15.2	90.0	55.7	55.7	55.7	7.1	66.8	90.0
Effective Green, g (s)	15.2	15.2	15.2	15.2	15.2	90.0	55.7	55.7	55.7	7.1	66.8	90.0
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	1.00	0.62	0.62	0.62	0.08	0.74	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	580	598	267	201	267	1583	3147	1153	980	271	2627	1583
v/s Ratio Prot	0.06	0.05					0.06	0.15		0.03	c0.32	
v/s Ratio Perm			0.03	0.02	c0.11	0.02			0.02			0.08
v/c Ratio	0.34	0.29	0.20	0.12	0.66	0.02	0.09	0.25	0.03	0.42	0.43	0.08
Uniform Delay, d1	33.0	32.7	32.2	31.7	35.0	0.0	6.9	7.7	6.7	39.5	4.4	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.65	0.67	1.10	0.53	1.00
Incremental Delay, d2	0.4	0.3	0.4	0.3	5.7	0.0	0.1	0.5	0.1	0.9	0.5	0.1
Delay (s)	33.4	33.0	32.6	32.0	40.6	0.0	4.2	5.6	4.5	44.2	2.8	0.1
Level of Service	C	C	C	C	D	A	A	A	A	D	A	A
Approach Delay (s)		33.0					4.9				5.9	
Approach LOS		C					A				A	

Intersection Summary

HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors: Vol/Sat, Crit Volume, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 4 rows for Vol/Sat, Crit Volume, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 8 Average Delay (sec/veh): 26.0
Optimal Cycle: 86 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 8 Average Delay (sec/veh): 18.5
Optimal Cycle: 24 Level Of Service: B

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

Volume Module:

Table with 13 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns and 5 rows showing saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

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

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: C [17.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) across 4 movements.

Critical Gap Module: Table with 12 columns for gap metrics (Critical Gp, FollowUpTim) across 4 movements.

Capacity Module: Table with 12 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) across 4 movements.

Level Of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across 4 movements.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.8]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green (0), Lanes (1 0 1 0 0).

Volume Module:

Table with 13 columns for volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 9 Average Delay (sec/veh): 15.2
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 9 Average Delay (sec/veh): 33.1
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Volume, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 6 Average Delay (sec/veh): 23.1
Optimal Cycle: 61 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 6 Average Delay (sec/veh): 27.9
Optimal Cycle: 65 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for volume metrics and 4 columns for approach (North, South, East, West).

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 columns for approach.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 4 columns for approach.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[11.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic flow directions. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 Average Delay (sec/veh): 29.5
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 8 Average Delay (sec/veh): 13.3
Optimal Cycle: 43 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected, Permitted, Permitted), Rights (Include, Include, Include, Include). Includes values for Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and 4 rows of data.

Saturation Flow Module:

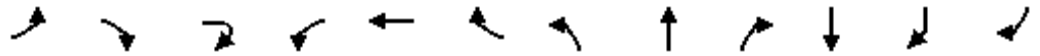
Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Volume, Crit Moves) and 4 rows of data.

HCM Signalized Intersection Capacity Analysis
 10: I-80 WB & Sierra College Blvd.

10/6/2010



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↑↑↑	↗	↑↑	↗	↖
Volume (vph)	7	10	4	394	6	176	7	750	401	710	109	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.86	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1523	1504	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1523	1504	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	11	4	428	7	191	8	815	436	772	118	9
RTOR Reduction (vph)	0	4	0	0	73	23	0	0	0	0	0	5
Lane Group Flow (vph)	8	11	0	428	26	76	8	815	436	772	118	4
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	0.6	1.5		11.0	11.3	41.0	0.6	29.7	53.6	25.1	25.1	25.1
Effective Green, g (s)	0.6	1.5		11.0	11.3	41.0	0.6	29.7	53.6	25.1	25.1	25.1
Actuated g/C Ratio	0.01	0.03		0.21	0.21	0.76	0.01	0.55	1.00	0.47	0.47	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	20	162		705	321	1263	20	2818	1583	1657	872	741
v/s Ratio Prot	0.00	0.00		c0.12	0.02	0.01	0.00	0.16		c0.22	0.06	
v/s Ratio Perm		0.01				0.04			c0.28			0.00
v/c Ratio	0.40	0.07		0.61	0.08	0.06	0.40	0.29	0.28	0.47	0.14	0.01
Uniform Delay, d1	26.3	25.4		19.3	17.0	1.6	26.3	6.3	0.0	9.7	8.1	7.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.6	0.2		1.5	0.1	0.0	12.6	0.3	0.4	0.9	0.3	0.0
Delay (s)	38.9	25.5		20.8	17.1	1.6	38.9	6.6	0.4	10.6	8.4	7.6
Level of Service	D	C		C	B	A	D	A	A	B	A	A
Approach Delay (s)					17.2			4.7		10.3		
Approach LOS					B			A		B		
































Intersection Summary

HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: I-80 EB & Rocklin Crossings

10/6/2010

												
Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	 	 			 		  			 	 	
Volume (vph)	262	407	40	79	576	111	320	507	115	267	653	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	832	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	285	442	43	86	626	121	348	551	125	290	710	215
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	81	0	0	0
Lane Group Flow (vph)	285	442	18	86	626	121	348	551	44	290	710	215
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	37.8	37.8	37.8	37.8	37.8	90.0	31.5	31.5	31.5	8.7	44.2	90.0
Effective Green, g (s)	37.8	37.8	37.8	37.8	37.8	90.0	31.5	31.5	31.5	8.7	44.2	90.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42	0.42	1.00	0.35	0.35	0.35	0.10	0.49	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1442	1486	665	349	665	1583	1780	652	554	332	1738	1583
v/s Ratio Prot	0.08	0.12					0.07	c0.30		c0.08	0.20	
v/s Ratio Perm			0.01	0.10	c0.40	0.08			0.03			0.14
v/c Ratio	0.20	0.30	0.03	0.25	0.94	0.08	0.20	0.85	0.08	0.87	0.41	0.14
Uniform Delay, d1	16.5	17.3	15.3	16.9	25.0	0.0	20.4	27.0	19.6	40.1	14.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.81	0.55	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1	0.0	0.4	21.6	0.1	0.2	12.6	0.3	21.5	0.7	0.2
Delay (s)	16.6	17.4	15.3	17.3	46.6	0.1	15.4	34.4	11.1	61.6	15.3	0.2
Level of Service	B	B	B	B	D	A	B	C	B	E	B	A
Approach Delay (s)		17.0					25.1				23.7	
Approach LOS		B					C				C	
Intersection Summary												
HCM Average Control Delay			25.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			73.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 13 columns and 13 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 4 rows showing Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 8 Average Delay (sec/veh): 28.5
Optimal Cycle: 108 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 8 Average Delay (sec/veh): 20.3
Optimal Cycle: 24 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected, Permitted), Rights (Include, Ignore), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: C [18.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and volume. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.7]

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 1 0 0 0 0

Volume Module:
Base Vol: 29 0 58 0 0 0 1 78 22 47 81 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: 29 0 58 0 0 0 1 78 22 47 81 0
Added Vol: 0 0 0 0 0 0 0 7 0 0 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 0 58 0 0 0 1 85 22 47 87 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 30 0 59 0 0 0 1 87 23 48 89 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 30 0 59 0 0 0 1 87 23 48 89 0

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:
Cnflct Vol: 286 286 98 xxxxx xxxxx xxxxxx 89 xxxxx xxxxxx 110 xxxxx xxxxxx
Potent Cap.: 708 627 963 xxxxx xxxxx xxxxxx 1519 xxxxx xxxxxx 1493 xxxxx xxxxxx
Move Cap.: 690 606 963 xxxxx xxxxx xxxxxx 1519 xxxxx xxxxxx 1493 xxxxx xxxxxx
Volume/Cap: 0.04 0.00 0.06 xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx 0.03 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx 0.1 xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx 7.5 xxxxx xxxxxx
LOS by Move: * * * * * * A * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 851 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx 0.4 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx
Shrd ConDel: xxxxxx 9.7 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx
Shared LOS: * A * * * * * * * * * A * *
ApproachDel: 9.7 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: A * * *

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green (0), Lanes (1 0 1 0 0).

Volume Module:

Table with 13 columns for volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 9 Average Delay (sec/veh): 11.0
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B [14.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 9 Average Delay (sec/veh): 31.0
Optimal Cycle: 37 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
 Loss Time (sec): 8 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	0	1	1	1	0	1	1	0	1

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Volume Module:

Base Vol:	15	348	331	108	362	31	10	53	23	370	90	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:	15	348	331	108	362	31	10	53	23	370	90	127
Added Vol:	0	0	31	0	0	0	0	10	0	30	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	348	362	108	362	31	10	63	23	400	100	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:	15	348	362	108	362	31	10	63	23	400	100	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	348	362	108	362	31	10	63	23	400	100	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	1.10	1.00	1.00
FinalVolume:	15	348	362	108	362	31	10	63	23	440	100	127

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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	1.84	0.16	1.00	1.47	0.53	1.63	0.37	1.00
Final Sat.:	1375	2750	1375	1375	2533	217	1375	2015	735	2241	509	1375

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Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.26	0.08	0.14	0.14	0.01	0.03	0.03	0.20	0.20	0.09
Crit Volume:	362			108			43			270		
Crit Moves:	****			****			****			****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	8	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			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	0	1	0	1	1	0	1

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Volume Module:

Base Vol:	35	15	24	405	31	204	196	425	15	25	352	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	15	24	405	31	204	196	425	15	25	352	403
Added Vol:	0	0	0	0	0	0	0	63	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	15	24	405	31	204	196	488	15	25	413	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	15	24	405	31	204	196	488	15	25	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	15	24	405	31	204	196	488	15	25	413	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	15	24	446	31	204	196	488	15	25	413	0

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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	0.38	0.62	1.87	0.13	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1375	529	846	2571	179	1375	1375	2668	82	1375	2750	1375

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Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.17	0.17	0.15	0.14	0.18	0.18	0.02	0.15	0.00
Crit Volume:	39	39	39	238	238	238	196	196	196	207	207	207
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
 Loss Time (sec): 6 Average Delay (sec/veh): 21.6
 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	15	8	116	0	445	339	375	582	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	15	8	116	0	445	339	375	582	0
Added Vol:	0	0	0	20	0	61	0	63	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	8	177	0	508	339	375	582	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	40	9	203	0	583	389	430	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	9	203	0	583	389	430	667	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	9	203	0	583	389	430	667	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.86	0.86	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.04	0.96	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	70	1556	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.13	0.13	0.00	0.16	0.24	0.24	0.18	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.37	0.37	0.37	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.12	0.65	0.65	0.00	0.43	0.65	0.65	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	41.2	41.2	0.0	23.8	28.5	28.5	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	41.2	41.2	0.0	23.8	28.5	28.5	4.2	0.0
LOS by Move:	A	A	A	C	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	1	7	7	0	7	10	11	3	0

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
 Loss Time (sec): 6 Average Delay (sec/veh): 23.5
 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	1	0	2 0 0	0	0	1 1 0

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Volume Module:

Base Vol:	307	2	358	0	0	0	129	335	0	0	650	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:	307	2	358	0	0	0	129	335	0	0	650	42
Added Vol:	0	0	0	0	0	0	63	20	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	2	358	0	0	0	192	355	0	0	650	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	333	2	388	0	0	0	208	385	0	0	704	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	2	388	0	0	0	208	385	0	0	704	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:	333	2	388	0	0	0	208	385	0	0	704	68

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.46	0.01	1.53	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	2372	10	2496	0	0	0	1805	3610	0	0	3248	315

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Capacity Analysis Module:

Vol/Sat:	0.14	0.22	0.16	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.22	0.22
Crit Moves:	****						****			****		
Green/Cycle:	0.38	0.38	0.38	0.00	0.00	0.00	0.20	0.56	0.00	0.00	0.37	0.37
Volume/Cap:	0.37	0.59	0.41	0.00	0.00	0.00	0.59	0.19	0.00	0.00	0.59	0.59
Delay/Veh:	22.6	25.7	23.1	0.0	0.0	0.0	39.3	10.8	0.0	0.0	26.3	26.3
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:	22.6	25.7	23.1	0.0	0.0	0.0	39.3	10.8	0.0	0.0	26.3	26.3
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	5	9	6	0	0	0	6	3	0	0	11	11

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Volume, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
 Loss Time (sec): 8 Average Delay (sec/veh): 29.0
 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			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	1	0	1

Volume Module:

Base Vol:	71	269	181	49	242	75	69	273	55	149	258	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	269	181	49	242	75	69	273	55	149	258	30
Added Vol:	31	132	37	0	136	0	0	0	32	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	401	218	49	378	75	69	273	87	188	258	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	421	229	51	397	79	72	287	91	197	271	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	421	229	51	397	79	72	287	91	197	271	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:	107	421	229	51	397	79	72	287	91	197	271	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	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:	0.06	0.22	0.14	0.03	0.21	0.05	0.04	0.15	0.06	0.11	0.14	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.41	0.41	0.05	0.36	0.36	0.10	0.26	0.26	0.19	0.35	0.35
Volume/Cap:	0.57	0.54	0.34	0.54	0.57	0.13	0.40	0.57	0.22	0.57	0.40	0.06
Delay/Veh:	47.1	22.8	20.3	52.0	26.8	21.4	43.7	33.7	29.1	39.2	24.8	21.4
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:	47.1	22.8	20.3	52.0	26.8	21.4	43.7	33.7	29.1	39.2	24.8	21.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	9	5	2	10	2	3	8	2	6	6	1

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
 Loss Time (sec): 8 Average Delay (sec/veh): 10.8
 Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	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	1	1	0	0	1	0	0	0	0	1	0

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Volume Module:

Base Vol:	0	494	77	59	360	1	0	1	36	72	0	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:	0	494	77	59	360	1	0	1	36	72	0	60
Added Vol:	0	200	17	0	206	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	694	94	59	566	1	0	1	36	89	0	60
User Adj:	1.00	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	739	100	63	603	1	0	1	38	95	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	739	100	63	603	1	0	1	38	95	0	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:	0	739	100	63	603	1	0	1	38	95	0	64

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	0.87	0.87	0.78	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	0.99	0.01	0.00	0.03	0.97	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1897	3	0	45	1606	1478	0	1615

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Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.06	0.03	0.32	0.32	0.00	0.02	0.02	0.06	0.00	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.73	0.73	0.07	0.80	0.80	0.00	0.12	0.12	0.12	0.00	0.12
Volume/Cap:	0.00	0.53	0.08	0.53	0.40	0.40	0.00	0.20	0.20	0.53	0.00	0.33
Delay/Veh:	0.0	6.2	3.8	49.8	3.1	3.1	0.0	40.0	40.0	44.2	0.0	41.2
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	6.2	3.8	49.8	3.1	3.1	0.0	40.0	40.0	44.2	0.0	41.2
LOS by Move:	A	A	A	D	A	A	A	D	D	D	A	D
HCM2kAvgQ:	0	10	1	2	5	5	0	1	1	3	0	2

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors and 13 rows of data.

Saturation Flow Module:

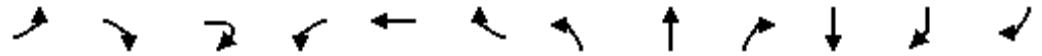
Table with 13 columns representing saturation flow and adjustment factors and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns representing capacity and analysis factors and 4 rows of data.

HCM Signalized Intersection Capacity Analysis
 10: I-80 WB & Sierra College Blvd.

10/6/2010



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↑↑↑	↗	↑↑	↗	↖
Volume (vph)	3	3	1	316	1	152	5	688	480	568	133	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1507	1504	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1507	1504	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	1	343	1	165	5	748	522	617	145	1
RTOR Reduction (vph)	0	1	0	0	70	11	0	0	0	0	0	0
Lane Group Flow (vph)	3	3	0	343	14	71	5	748	522	617	145	1
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	1.2	2.4		14.7	14.6	81.8	1.2	67.2	95.0	62.0	62.0	62.0
Effective Green, g (s)	1.2	2.4		14.7	14.6	81.8	1.2	67.2	95.0	62.0	62.0	62.0
Actuated g/C Ratio	0.01	0.03		0.15	0.15	0.86	0.01	0.71	1.00	0.65	0.65	0.65
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	22	107		531	232	1358	22	3597	1583	2310	1216	1033
v/s Ratio Prot	0.00	0.00		c0.10	0.01	0.01	0.00	0.15		0.17	0.08	
v/s Ratio Perm		0.00				0.04			c0.33			0.00
v/c Ratio	0.14	0.03		0.65	0.06	0.05	0.23	0.21	0.33	0.27	0.12	0.00
Uniform Delay, d1	46.4	45.2		37.7	34.3	1.0	46.4	4.8	0.0	6.9	6.2	5.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.97	0.46	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.1		2.7	0.1	0.0	3.8	0.1	0.4	0.3	0.2	0.0
Delay (s)	49.2	45.3		40.4	34.4	1.0	48.7	2.3	0.4	7.2	6.4	5.7
Level of Service	D	D		D	C	A	D	A	A	A	A	A
Approach Delay (s)					33.1			1.7		7.1		
Approach LOS					C			A		A		
































Intersection Summary

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: I-80 EB & Rocklin Crossings

10/6/2010

												
Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	 	 			 		  			 	 	
Volume (vph)	192	567	163	106	736	142	245	377	158	372	476	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.37	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	682	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	616	177	115	800	154	266	410	172	404	517	43
RTOR Reduction (vph)	0	0	86	0	0	0	0	0	132	0	0	0
Lane Group Flow (vph)	209	616	91	115	800	154	266	410	40	404	517	43
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	49.0	49.0	49.0	49.0	49.0	95.0	22.0	22.0	22.0	12.0	38.0	95.0
Effective Green, g (s)	49.0	49.0	49.0	49.0	49.0	95.0	22.0	22.0	22.0	12.0	38.0	95.0
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.52	1.00	0.23	0.23	0.23	0.13	0.40	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1771	1825	816	352	816	1583	1178	431	367	434	1416	1583
v/s Ratio Prot	0.06	0.17					0.05	c0.22		c0.12	0.15	
v/s Ratio Perm			0.06	0.17	c0.51	0.10			0.03			0.03
v/c Ratio	0.12	0.34	0.11	0.33	0.98	0.10	0.23	0.95	0.11	0.93	0.37	0.03
Uniform Delay, d1	11.9	13.5	11.8	13.4	22.5	0.0	29.6	36.0	28.8	41.1	20.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.84	0.92	0.87	0.85	1.00
Incremental Delay, d2	0.0	0.1	0.1	0.5	26.6	0.1	0.4	32.5	0.6	26.1	0.7	0.0
Delay (s)	11.9	13.6	11.9	13.9	49.1	0.1	24.2	62.9	27.0	61.9	17.8	0.0
Level of Service	B	B	B	B	D	A	C	E	C	E	B	A
Approach Delay (s)		12.9					43.5				35.5	
Approach LOS		B					D				D	
Intersection Summary												
HCM Average Control Delay			32.2				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			95.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			75.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Rocklin Crossings
Existing + Project Conditions - Saturday

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

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*****
Intersection #12 Sierra College Boulevard/Dominguez Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.287
Loss Time (sec):      8           Average Delay (sec/veh):        xxxxxx
Optimal Cycle:        24          Level Of Service:              A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Protected      Protected      Protected
Rights:               Include       Include       Include       Include
Min. Green:           0   0   0       0   0   0       0   0   0       0   0   0
Y+R:                  4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:                0 0 2 1 0       1 0 3 0 0       0 0 0 0 0       2 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 535   0       0 538   0       0   0   0       0   0   0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 535   0       0 538   0       0   0   0       0   0   0
Added Vol:            0 136   31      84  82   0       0   0   0       81  0  20
PasserByVol:          0  34    8       21  20   0       0   0   0       20  0   5
Initial Fut:          0 705   39      105 640  0       0   0   0       101 0  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:           0 705   39      105 640  0       0   0   0       101 0  25
Reduct Vol:           0   0    0       0   0   0       0   0   0       0   0   0
Reduced Vol:          0 705   39      105 640  0       0   0   0       101 0  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 1.10 1.00 1.10
FinalVolume:          0 705   39      105 640  0       0   0   0       111 0  28
-----|-----|-----|-----|
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 2.84 0.16 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.:           0 4051  224 1425 4275  0       0   0   0       2850 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.17  0.17 0.07 0.15  0.00  0.00 0.00  0.00  0.04 0.00  0.01
Crit Volume:          248  105  0       56
Crit Moves:          ****  ****  ****
*****

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Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
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			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	1	0	2	0	1	1	0	0	1	0

Volume Module:

Base Vol:	214	434	34	39	374	74	80	160	256	47	185	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:	214	434	34	39	374	74	80	160	256	47	185	70
Added Vol:	0	126	0	41	122	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	560	34	80	496	74	80	160	256	47	185	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	560	34	80	496	74	80	160	256	47	185	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	560	34	80	496	74	80	160	256	47	185	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	560	34	80	496	74	80	160	256	47	185	112

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	1.74	0.26	1.00	2.00	1.00	1.00	0.62	0.38
Final Sat.:	1375	2593	157	1375	2393	357	1375	2750	1375	1375	856	519

Capacity Analysis Module:

Vol/Sat:	0.16	0.22	0.22	0.06	0.21	0.21	0.06	0.06	0.19	0.03	0.22	0.22	
Crit Volume:	214						285	80					297
Crit Moves:	****						****		****		****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 Average Delay (sec/veh): 17.7
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.266
 Loss Time (sec): 8 Average Delay (sec/veh): 21.8
 Optimal Cycle: 23 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	0	1	0

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Volume Module:

Base Vol:	99	318	117	46	147	242	67	53	38	64	49	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:	99	318	117	46	147	242	67	53	38	64	49	60
Added Vol:	18	10	0	0	0	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	328	117	46	147	252	67	53	38	64	49	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	344	123	48	154	0	70	56	40	67	51	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	344	123	48	154	0	70	56	40	67	51	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	344	123	48	154	0	70	56	40	67	51	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	1.00	1.00	0.79	0.79	0.85	0.62	0.92	0.92
Lanes:	1.00	1.47	0.53	1.00	1.00	1.00	0.56	0.44	1.00	1.00	0.45	0.55
Final Sat.:	1805	2557	912	1805	1900	1900	841	665	1615	1174	784	960

Capacity Analysis Module:

Vol/Sat:	0.07	0.13	0.13	0.03	0.08	0.00	0.08	0.08	0.02	0.06	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.51	0.51	0.10	0.33	0.00	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.25	0.27	0.27	0.27	0.25	0.00	0.27	0.27	0.08	0.18	0.21	0.21
Delay/Veh:	28.4	14.2	14.2	42.4	24.7	0.0	26.0	26.0	24.2	25.2	25.4	25.4
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:	28.4	14.2	14.2	42.4	24.7	0.0	26.0	26.0	24.2	25.2	25.4	25.4
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	3	4	4	2	3	0	3	3	1	2	3	3

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

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

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B [14.1]

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

Volume Module:

Base Vol:	0	211	61	99	157	0	0	0	0	81	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	61	99	157	0	0	0	0	81	0	300
Added Vol:	0	18	0	0	0	0	0	0	0	17	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	229	61	99	157	0	0	0	0	98	0	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	257	68	111	176	0	0	0	0	110	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	257	68	111	176	0	0	0	0	110	0	348

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:xxxx	xxxx	xxxxx	xxxxx	325	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	655	xxxx	257
Potent Cap.:xxxx	xxxx	xxxxx	xxxxx	1246	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	434	xxxx	787
Move Cap.:xxxx	xxxx	xxxxx	xxxxx	1246	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	402	xxxx	787
Volume/Cap:xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.44

Level Of Service Module:

2Way95thQ:xxxx	xxxx	xxxxx	xxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.1	xxxx	2.3
Control Del:xxxx	xxxx	xxxxx	xxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	17.3	xxxx	13.2
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:xxxx	xxxx	xxxxx	xxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:xxxx	xxxx	xxxxx	xxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.1	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.5]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 13 columns for Critical Gap and FollowUpTim values.

Capacity Module:

Table with 13 columns for Capacity metrics: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for Level of Service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
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
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	149	23	0	0	23	56	39	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:	149	23	0	0	23	56	39	0	176	0	0	0
Added Vol:	42	0	0	0	0	0	0	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	23	0	0	23	56	39	0	217	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	208	25	0	0	25	61	43	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	25	0	0	25	61	43	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:	208	25	0	0	25	61	43	0	237	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	0.29	0.71	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	609	661	0	0	206	502	597	0	748	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.34	0.04	xxxx	xxxx	0.12	0.12	0.07	xxxx	0.32	xxxx	xxxx	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	11.3	8.1	0.0	0.0	8.5	8.5	9.0	0.0	9.3	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:	11.3	8.1	0.0	0.0	8.5	8.5	9.0	0.0	9.3	0.0	0.0	0.0
LOS by Move:	B	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	10.9			8.5			9.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	10.9			8.5			9.3			xxxxxx		
LOS by Appr:	B			A			A			*		
AllWayAvgQ:	0.5	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.4	0.0	0.0	0.0

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 9 Average Delay (sec/veh): 11.7
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B [11.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	9	Average Delay (sec/veh):	28.2
Optimal Cycle:	30	Level Of Service:	C

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

Volume Module:

Base Vol:	183	283	134	28	264	60	40	55	171	88	60	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:	183	283	134	28	264	60	40	55	171	88	60	33
Added Vol:	10	0	10	0	0	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	283	144	28	264	60	40	55	181	98	60	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	197	289	147	29	269	61	41	56	185	100	61	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	289	147	29	269	61	41	56	185	100	61	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:	197	289	147	29	269	61	41	56	185	100	61	34

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	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1805	1900	1615	1805	2859	650	1805	1900	1615	1805	1161	638

Capacity Analysis Module:

Vol/Sat:	0.11	0.15	0.09	0.02	0.09	0.09	0.02	0.03	0.11	0.06	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.45	0.45	0.05	0.23	0.23	0.12	0.28	0.28	0.14	0.29	0.29
Volume/Cap:	0.41	0.34	0.20	0.34	0.41	0.41	0.18	0.11	0.41	0.41	0.18	0.18
Delay/Veh:	30.8	18.1	16.8	48.5	33.1	33.1	39.6	26.9	30.0	40.7	26.8	26.8
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:	30.8	18.1	16.8	48.5	33.1	33.1	39.6	26.9	30.0	40.7	26.8	26.8
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	6	3	1	5	5	1	1	5	3	2	2

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