APPENDIX B

Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS

ROCKLIN 60 RESIDENTIAL PROJECT

ROCKLIN, CALIFORNIA

LSA

May 2008

TRAFFIC IMPACT ANALYSIS

ROCKLIN 60 RESIDENTIAL PROJECT

ROCKLIN, CALIFORNIA

Submitted to:

City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

Prepared by:
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

LSA Project No. RCK0601

LSA

May 2008

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INTRODUCTION

This report presents the results of an analysis by LSA Associates, Inc. (LSA) of the traffic impacts associated with the proposed Rocklin 60 Residential project in the City of Rocklin (City), California. The project proposes 179 single-family residential lots on approximately 60 acres east of Sierra College Boulevard and south of Interstate 80 (I-80). The project is located east of and directly adjacent to the proposed Rocklin Crossings commercial project.

This analysis examines the traffic impacts resulting from the addition of vehicle traffic generated by the proposed project on the existing plus approved projects (baseline) and 2025 traffic condition at surrounding intersections and roadway segments. "Approved projects", in this context, are land use and infrastructure projects that have received all discretionary approvals requiring environmental review. Traffic volumes and levels of service (LOS) for 2025 conditions were determined using the City Traffic Model. Potential mitigation measures for facilities significantly impacted by the project are identified in this study.

This analysis has been prepared in consultation with City staff and is consistent with the objectives and methodologies set forth in the City's General Plan Transportation Element and applicable provisions of the California Environmental Quality Act (CEQA). This analysis also recommends mitigation measures based on the project's effects under the existing plus approved projects and cumulative (year 2025) scenarios.

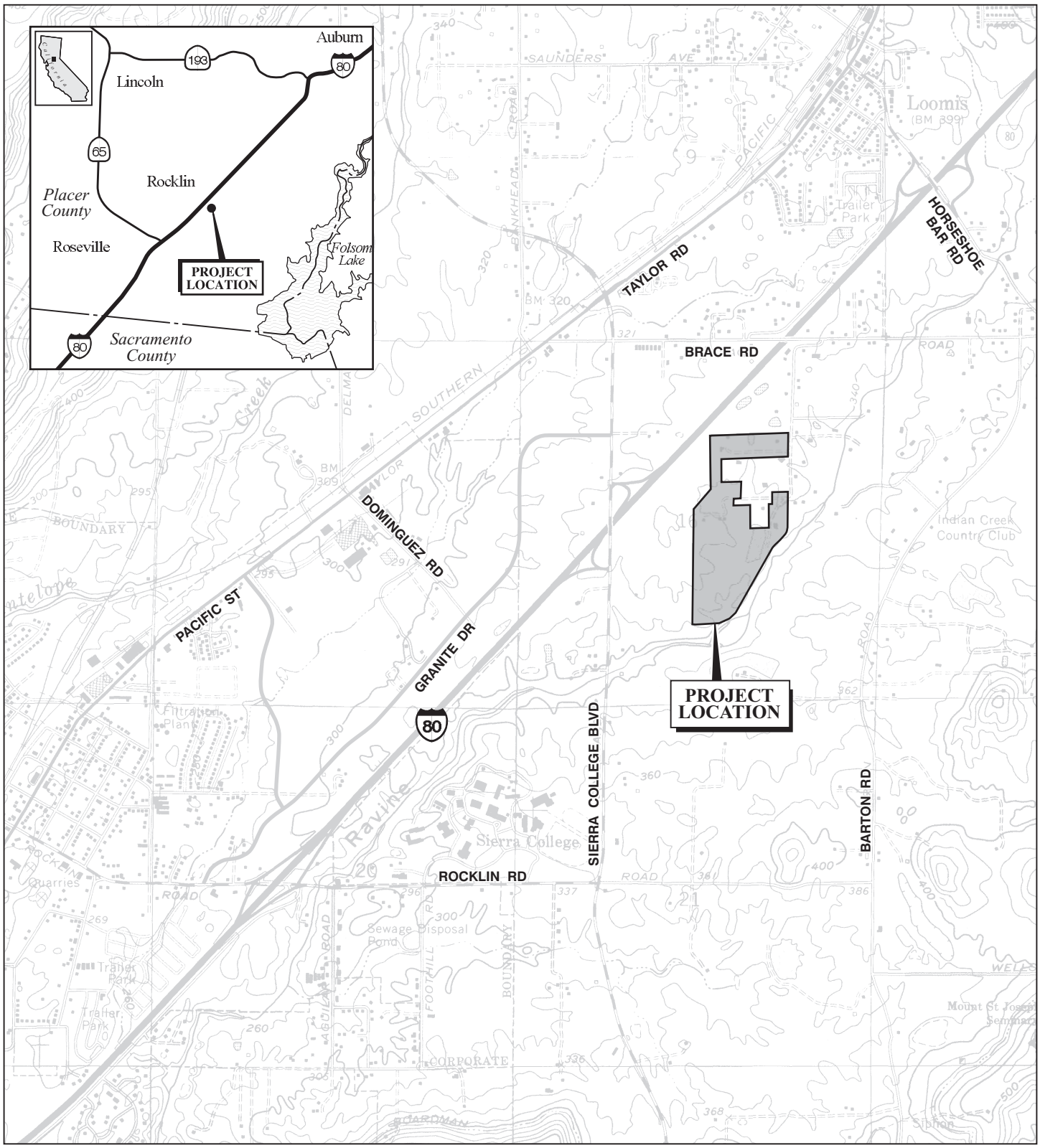
PROJECT DESCRIPTION

The project proposes 179 single-family residential lots on an approximately 60-acre site. The location of the proposed project is shown in Figure 1. The site is currently undeveloped. Access to the project would be provided by two new roadways that would connect to the east side of Sierra College Boulevard. The northernmost roadway, Black Willow Street, would provide only right turns to and from Sierra College Boulevard. The southernmost roadway would be aligned with the future extension of Dominguez Road and would provide full signalized access to and from the Sierra College Boulevard. The project site plan is shown in Figure 2. Access to two parcels will be provided from Dias Lane; however, there are two existing residential parcels that are simply being replaced by the project. Therefore, no new project traffic is distributed to Dias Lane as these two residential parcels exist today.

METHODOLOGY

The traffic impact analysis is based on intersection and roadway LOS for the following scenarios:

- Existing
- Existing plus Project
- Existing plus Approved Projects (Baseline)
- Existing plus Approved Projects (Baseline) plus Project
- 2025
- 2025 plus Project



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N

0 1000 2000

FEET

FIGURE 1

SOURCE: USGS 7.5' Quad - Rocklin, Ca.

Rocklin 60

Project Location

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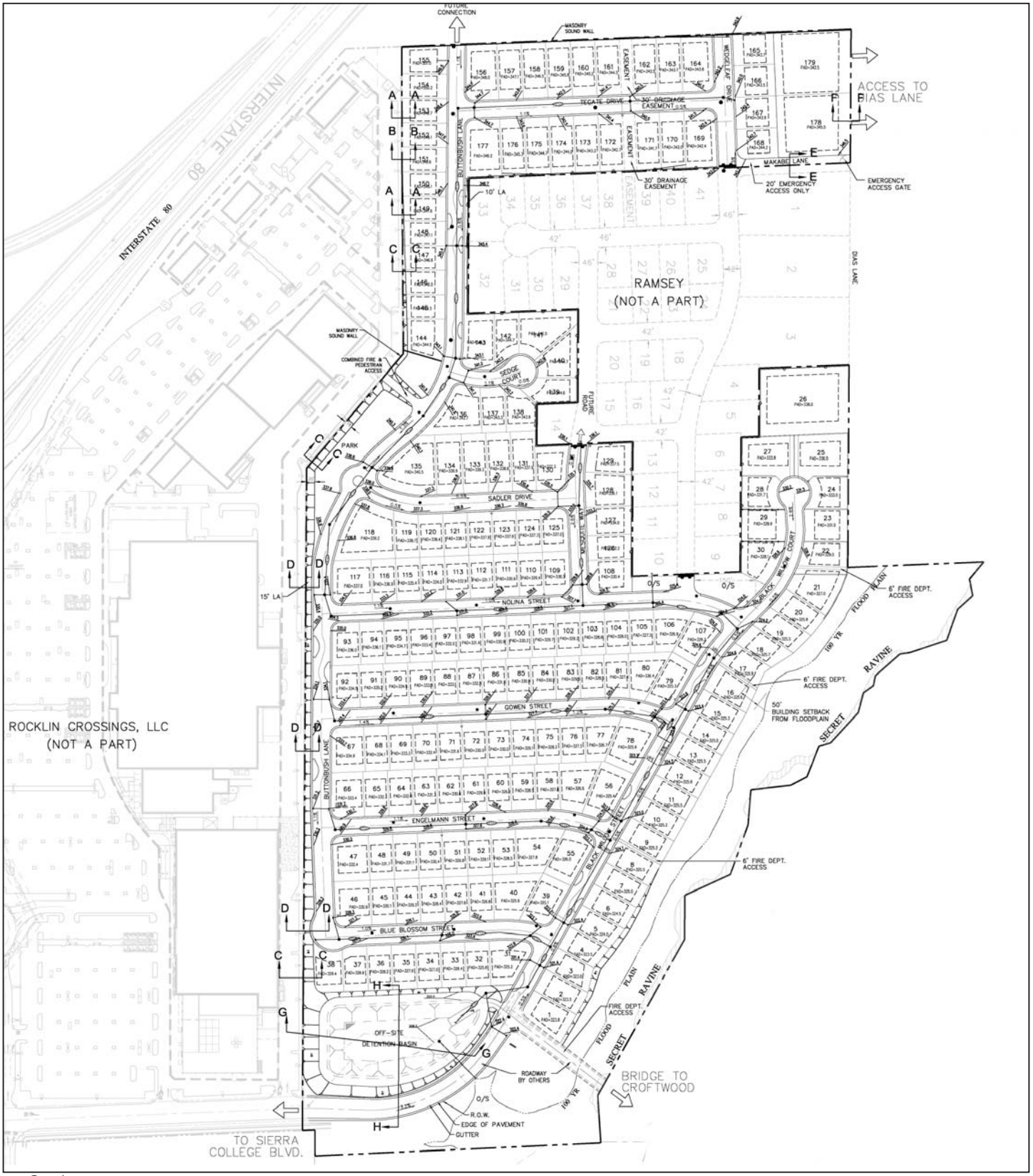

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FIGURE 2

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0 170 340

FEET

SOURCE: RSC Engineering

Rocklin 60

Site Plan

Intersection Level of Service Methodology. The *Traffix* computer software was utilized to determine the LOS at signalized and unsignalized study area intersections based on the Circular 212 "Critical Movement Analysis" (CMA) planning methodology and HCM 2000 methodology, respectively. This methodology is approved by the City and is consistent with the method used for previous traffic impact analyses prepared for projects in the City.

The CMA methodology compares the amount of traffic an intersection is able to process (capacity) to the level of traffic during peak hours (volume). The resulting volume-to-capacity ratio (v/c) is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. The CMA methodology provides a planning level assessment of the traffic volume at an intersection and is used by many cities and agencies within California for the purposes of traffic impact analysis. Some of the cities and agencies besides Rocklin that utilize the Circular 212 CMA methodology include West Sacramento, Fairfield, Roseville, Union City, San Carlos, the Contra Costa Transportation Authority, and the City/County Associations of Governments of San Mateo County. In addition, a number of agencies throughout the State utilize the Intersection Capacity Utilization (ICU) methodology, which is similar to the Circular 212 CMA methodology but does not take into account the effects of signal phasing on the LOS. Utilization of a methodology that calculates v/c ratio has proven to be an accurate method of disclosing traffic impacts of development projects.

LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, and signal phasing on roadway and intersection operations. LOS criteria for signalized intersections are presented below.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

The relationship between LOS and the v/c ratio for signalized intersections is as follows:

Level of Service	Volume to Capacity (CMA Methodology)
A	≤ 0.600
B	0.610–0.700
C	0.710–0.800
D	0.810–0.900
E	0.910–1.000
F	> 1.000

Because the CMA methodology does not provide an accurate representation of the LOS of an unsignalized intersection, the 2000 Highway Capacity Manual (HCM) methodology has been used to determine intersection LOS at unsignalized intersections. For the unsignalized HCM methodology, the LOS is presented in terms of total intersection delay (at a four-way stop intersection) and approach delay of the major and minor streets (at a two-way stop intersection) in seconds per vehicle. The relationship of delay and LOS at unsignalized intersections is summarized below.

Level of Service	Unsignalized Intersection Delay per Vehicle (sec)
A	#10.0
B	>10.0 and #15.0
C	>15.0 and #25.0
D	>25.0 and #35.0
E	>35.0 and #50.0
F	>50.0

The HCM methodology has also been used to determine LOS at the Caltrans controlled signalized I-80/Sierra College Boulevard freeway ramp intersections with Sierra College Boulevard. The HCM method is used by Caltrans for intersections they control. The HCM analysis at the interchange ramp intersections is provided for purposes of comparison to the LOS analysis presented in the Caltrans environmental document and supporting focused interchange traffic study conducted in January 2003.

	Roadway Segment Capacities: Two-Way Average Daily Traffic Volumes						
LOS	Two-Lane Collector	Four-Lane Undivided Arterial	Four-Lane Divided Arterial	Four-Lane Restricted Access Arterial	Six-Lane Divided Arterial	Six-Lane Restricted Access Arterial	Four-Lane Freeway
A	9,000	18,000	20,250	21,600	30,315	30,315	37,600
B	10,700	21,300	23,625	25,200	36,000	36,000	52,800
C	12,000	24,000	27,000	28,800	40,500	40,500	68,000
D	13,500	27,000	30,375	32,400	45,560	45,560	76,000
E	15,000	30,000	33,750	36,000	50,525	50,525	80,000

Roadway Level of Service Methodology. Roadway segment analysis for both weekday and weekends was also conducted as part of this traffic study. The daily v/c ratio for each roadway segment was analyzed based upon the daily roadway segment capacities presented in the table above.

The LOS E capacity shown in the above table represents an approximation of the number of vehicles that the roadway can carry on a daily basis before it is considered to be at capacity. If the ADT on a roadway segment exceeds the LOS E capacity, then the daily LOS of the roadway is considered to be LOS F. It is important to note that an ADT capacity must assume several critical characteristics of traffic including the percentage of daily traffic in the peak hour and the directional split within that peak hour. Actual characteristics of specific roadways can significantly influence the daily capacity as described later. To calculate the daily LOS for each roadway segment, the ADT on each segment was divided by the capacity of the segment (the LOS E capacity as shown in the above table) to determine the daily v/c ratio for each roadway. The v/c ratio was compared to the values in the table below to determine the daily LOS for each roadway segment:

Level of Service	Volume to Capacity Ratio
A	$\leq$ 0.600
B	0.610–0.700
C	0.710–0.800
D	0.810–0.900
E	0.910–1.000
F	> 1.000

The daily LOS, as described above, is a planning-level threshold that is generally used for determining the overall cross-sections of roadways within a circulation network. While it can provide an indication of whether the existing or forecast volume might result in unsatisfactory operation of the roadway, it does not provide an accurate representation of the actual operation of the roadway, especially during the peak hours of the day. For purposes of this project impact analysis, the daily capacity was first examined to determine whether the roadway might exceed its theoretical daily capacity. If the roadway volume exceeded the daily capacity (v/c greater than 1.00), the peak-hour v/c ratio was calculated. If the peak-hour capacity is also exceeded, the roadway segment is considered to be operating at unsatisfactory LOS. Although the roadway segment may seem to be operating with unsatisfactory LOS when the daily volume is examined, it is not considered unsatisfactory LOS if the peak-hour traffic volumes do not exceed the capacity. This is because traffic along a roadway segment will be greatest during the peak commute hours. As a result, if traffic operations are satisfactory during the peak hour, when traffic volumes are highest, then the segment will also operate at satisfactory LOS during the remaining off-peak hours of the day.

Level of Service Standard. According to the City of Rocklin General Plan Circulation Element, the City considers LOS C as the upper limit of satisfactory operations except for intersections (both signalized and unsignalized) and roadway segments located within 0.5 mile of direct access to an interstate freeway, where LOS D is considered satisfactory. Mitigation is required for any intersection or roadway segment where project traffic causes the intersection to deteriorate from satisfactory to unsatisfactory operation. The City does not have an adopted criterion that defines significant impact at an existing deficient intersection or roadway segment; therefore, criteria were developed in

coordination with the City to address this potential condition. If an intersection or roadway segment is already operating at an unsatisfactory LOS, the addition of 0.05 to the v/c ratio or if the LOS changes one full letter grade it would constitute a significant project impact. If an unsignalized intersection is already operating at an unsatisfactory LOS, the addition of more than 5 percent of the total traffic at the intersection would be considered a significant project impact. An increase of 0.05 in the v/c ratio of a signalized intersection or roadway segment or an increase of greater than 5 percent of the traffic volume at an unsignalized intersection would be considered a measurable worsening of the intersection or roadway operations and therefore would constitute a significant project impact.

At an unsignalized intersection, the project would create a significant impact if the addition of project traffic causes the operation to deteriorate to worse than LOS C (LOS D within 0.5 mile of freeway access). If the intersection is already operating at worse than LOS C (or LOS D if applicable), then the project would cause a significant impact if the addition of traffic caused the intersection to meet the peak-hour threshold for installation of a traffic signal.

The Town of Loomis was contacted to determine the LOS standard and significance criteria for intersections and roadway segments within the Town of Loomis. LSA was directed by Town staff to apply the same LOS standard and significance criteria to Loomis intersections and roadway segments as applied in the City of Rocklin.

Study Area. The study area was developed in consultation with the City and based on input received in response to the Notice of Preparation for the project. Arterial street intersections that were most likely to be impacted by travel to and from the project were included in the study area. Existing travel patterns in the project area were considered when developing the study area. After the first draft of the traffic analysis was prepared, it was determined that the project could impact intersections located north of the study area within the Town of Loomis. Three intersections were added to the study area to ensure that the greatest area of potential impact was included in the study. In addition, segments of I-80 and SR-65 were added to the study area at the request of Caltrans. The freeway segment analysis is included in the “Special Issues” section of this report.

Of the 21 study area intersections, 12 are located within 0.5 mile of direct access to an interstate freeway while the remaining 9 intersections are outside of the 0.5 mile criteria. LOS will be analyzed at the following study area intersections for the a.m., p.m., and Saturday peak hours for each development scenario. Intersections within 0.5 mile of a freeway access location (where the LOS D standard would apply) are noted with an asterisk (*). The jurisdiction of intersections located outside of the City of Rocklin are indicated in parentheses after the intersection name.

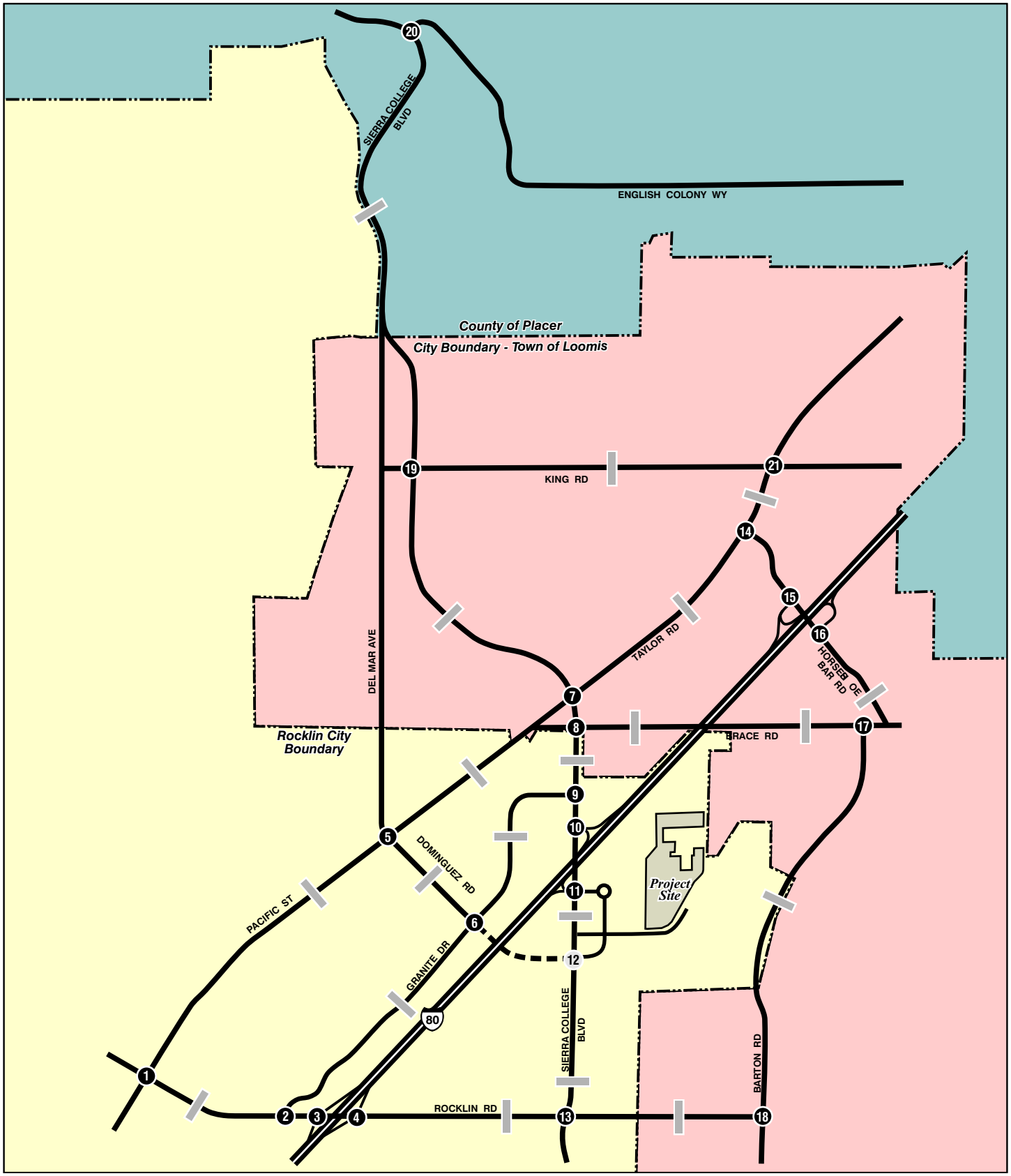
1. Pacific Street/Rocklin Road
2. Granite Drive/Rocklin Road*
3. I-80 Westbound Ramp/Rocklin Road*
4. I-80 Eastbound Ramp/Rocklin Road*
5. Dominguez Road (Del Mar Avenue)/Pacific Street
6. Granite Drive/Dominguez Road

7. Sierra College Boulevard/Taylor Road* (Loomis)
8. Sierra College Boulevard/Brace Road* (Loomis)
9. Sierra College Boulevard/Granite Drive*
10. Sierra College Boulevard/I-80 Westbound Ramp*
11. Sierra College Boulevard/I-80 Eastbound Ramp*
12. Sierra College Boulevard/Dominguez Road* (Future Intersection)
13. Sierra College Boulevard/Rocklin Road
14. Horseshoe Bar Road/Taylor Road* (Loomis)
15. Horseshoe Bar Road/I-80 Westbound Ramp* (Loomis)
16. Horseshoe Bar Road/I-80 Eastbound Ramp* (Loomis)
17. Barton Road/Brace Road (Loomis)
18. Barton Road/Rocklin Road (Loomis)
19. Sierra College Boulevard/King Road (Loomis)
20. Sierra College Boulevard/English Colony Way (Placer County)
21. Taylor Road/King Road (Loomis)

The locations of the study intersections are illustrated in Figure 3.

The following roadway segments were included in the study area. Roadway segments located within 0.5 mile of direct access to an interstate freeway, where LOS D is considered satisfactory, are noted with an asterisk (*):

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Taylor Road between Horseshoe Bar Road and Sierra College Boulevard (Loomis)
- Taylor Road between Sierra College Boulevard and Dominguez Road (Loomis)
- Pacific Street between Dominguez Road and Rocklin Road
- Rocklin Road between Pacific Street and Granite Drive*
- Rocklin Road between I-80 and Sierra College Boulevard*
- Rocklin Road between Sierra College Boulevard and Barton Road (Loomis)
- Barton Road between Rocklin Road and Brace Road (Loomis)
- Horseshoe Bar Road between I-80 and Brace Road* (Loomis)
- Brace Road between I-80 and Barton Road (Loomis)
- Brace Road between I-80 and Sierra College Boulevard (Loomis)
- Sierra College Boulevard between English Colony Way and King Road (Placer County)
- Sierra College Boulevard between King Road and Taylor Road (Loomis)



LSA

LEGEND

1 - Study Area Intersection

12 - Future Intersection

- Study Area Roadway Segment

- Future Roadway

N

SCHEMATIC - NOT TO SCALE

FIGURE 3

Rocklin 60

Study Intersections

- Sierra College Boulevard between Taylor Road and I-80 *
- Sierra College Boulevard between I-80 and Dominguez Road *
- Sierra College Boulevard between Dominguez Road and Rocklin Road
- Granite Drive between Dominguez Road and Sierra College Boulevard*
- Granite Drive between Dominguez Road and Rocklin Road*
- Dominguez Road between Taylor Road and Granite Drive*
- King Road between Sierra College Boulevard and Taylor Road (Loomis)

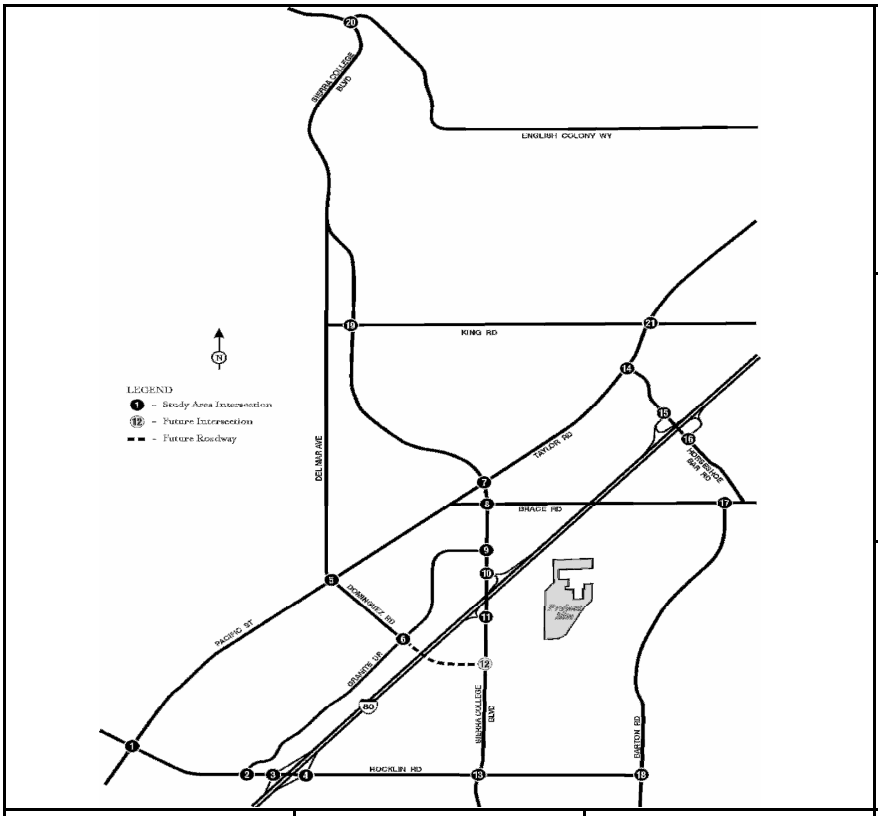
Further analysis for a roadway segment forecast to operate beyond the LOS C or D threshold of the daily capacities includes an analysis of the a.m. and p.m. peak hour directional volumes. The a.m. and p.m. peak hour v/c ratios were evaluated based on a per-lane capacity of 1,650 vehicles per hour.

EXISTING CONDITIONS

Roadway Network

The existing intersection geometrics and traffic control at study area intersections are illustrated in Figure 4. The roadways that will provide access to the project are described below:

- **Interstate 80 (I-80).** I-80 is an interstate highway providing interregional access in the vicinity of the project. Throughout the study area, I-80 generally travels in a southwest-to-northeast direction. Interchanges along I-80 near the project site are provided at Rocklin Road, Sierra College Boulevard, and Horseshoe Bar Road. Direct access to the project site will be provided from the I-80 eastbound ramps at Sierra College Boulevard.
- **Pacific Street.** Pacific Street is located east of Granite Drive and is a four-lane roadway from Rocklin Road to Sierra Meadows Drive and a two-lane roadway north of Sierra Meadows Drive. Pacific Street is classified as an Arterial in the City General Plan Circulation Element and is classified as a Truck Route by the City. This roadway provides travel throughout the entire City limits. Pacific Street becomes Taylor Road east of Sierra College Drive.
- **Granite Drive.** Granite Drive is a four-lane southwest-northeast roadway located west of I-80. Granite Drive is classified as an Arterial in the City General Plan Circulation Element. Granite Drive runs from Rocklin Road in the south and terminates at Sierra College Boulevard just north of the project site. Granite Drive is classified as a Truck Route from Dominguez Road to Sierra College Boulevard.
- **Sierra College Boulevard.** Sierra College Boulevard is a north-south roadway that forms the western boundary of the project site. This roadway is classified as an Arterial roadway with an ultimate six-lane cross-section in the City's General Plan Circulation Element. Sierra College Boulevard is designated as a Truck Route by the City. Within the study area, Sierra College Boulevard is a two-lane roadway north of Rocklin Road and a four-lane roadway immediately south of Rocklin Road. Direct access to the project will be provided via three locations on Sierra College Boulevard.



1. Pacific St/Rocklin Rd

2. Granite Dr/Rocklin Rd

3. I-80 WB Ramp/Rocklin Rd

4. I-80 EB Ramp/Rocklin Rd

5. Dominguez Rd/Pacific St

6. Granite Dr/Dominguez Rd

7. Sierra College Blvd/Taylor Rd

8. Sierra College Blvd/Brace Rd

9. Sierra College Blvd/Granite Dr

10. Sierra College/I-80 WB Ramp

11. Sierra College/I-80 EB Ramp

Future Intersection

12. Sierra College/Dominguez Rd

13. Sierra College Blvd/Rocklin Rd

14. Horseshoe Bar Rd/Taylor Rd

15. Horseshoe Bar/I-80 WB Ramp

16. Horseshoe Bar/I-80 EB Ramp

17. Barton Rd/Brace Rd

18. Barton Rd/Rocklin Rd

19. Sierra College Blvd/King Rd

20. Sierra College/English Colony Way

21. Taylor Rd/King Rd

LSA

Legend

Signal

Stop Sign

F Free Right Turn

FIGURE 4

Rocklin 60

Existing Geometrics and Traffic Control

- **Rocklin Road.** Rocklin Road is an east-west roadway located south of the project site. West of Sierra College Boulevard, Rocklin Road is a four-lane roadway. Immediately east of Sierra College Boulevard, there are two eastbound and one westbound travel lanes. Farther east, Rocklin Road becomes a two lane roadway and terminates at Barton Road.
- **Dominguez Road.** Dominguez Road is classified as a Collector roadway on the City's General Plan. North of Pacific Street, Dominguez Road becomes Del Mar Avenue. Dominguez Road/Del Mar Avenue is currently a two-lane undivided roadway. Currently, Dominguez Road terminates at Granite Drive, west of I-80. Dominguez Drive is planned to be extended across I-80 and will become the west leg of the southern project driveway. The Dominguez Road extension is included in the City's Traffic Impact Fee and Capital Improvement Program.
- **Brace Road.** Brace Road is a two-lane east-west roadway located north of the project site. This roadway is located within the City of Loomis.
- **Horseshoe Bar Road.** This roadway is located within the City of Loomis and provides access to I-80. Horseshoe Bar Road is a two-lane roadway running in a northwest-southeast direction and is located north of the project site.

Existing Traffic Volumes

Existing traffic counts at the 18 study intersections were collected in October 2006 (a.m. and p.m. peak hours) and September 2006 (Saturday peak hour). The traffic counts are provided in Appendix A. These counts were taken during a nonholiday period when schools were in session and therefore include the traffic generated by Sierra College and all schools within the study area. The existing a.m. and p.m. peak-hour and Saturday peak-hour traffic volumes are illustrated in Figures 5 and 6.

Existing Levels of Service

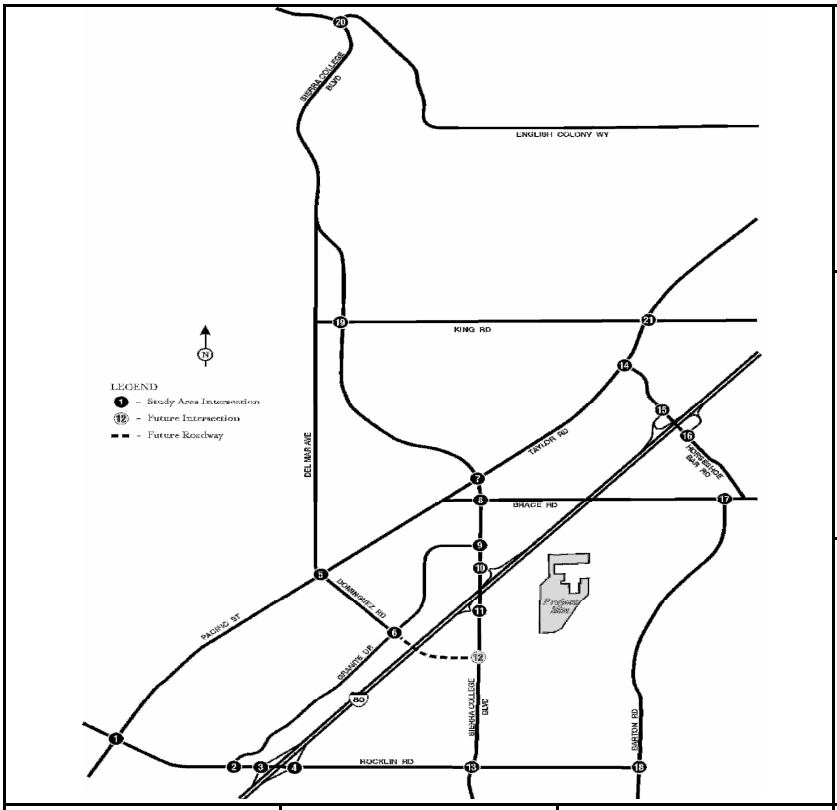
LOS at study area intersections and roadway segments were calculated for the existing conditions and are summarized in Tables A and B. The existing LOS worksheets are provided in Appendix B.

As shown in Table A, the following four intersections are operating at unsatisfactory LOS in the existing condition.

- Rocklin Road/Pacific Street
- Rocklin Road/I-80 Westbound Ramps
- Sierra College Boulevard/I-80 Eastbound Ramp
- Taylor Road/Horseshoe Bar Road

As shown in Table B, all but three roadway segments currently operate with satisfactory LOS per City guidelines. The following two roadway segments are currently operating at unsatisfactory LOS:

- Taylor Road between King Road and Horseshoe Bar Road
- Sierra College Boulevard between Brace Road and Granite Road
- Sierra College Boulevard between Dominguez Road and Rocklin Road



1 Pacific St/Rocklin Rd

	19 / 21 ↲ 404 / 514 ↓ 183 / 122 ↳	↱ 99 / 221 ← 71 / 148 ↰ 370 / 595
22 / 34 ↱ 153 / 113 → 43 / 23 ↴	25 / 41 ↰ 289 / 443 → 496 / 509 ↱	

2 Granite Dr/Rocklin Rd

	104 / 357 ↲ 7 / 16 ↓ 304 / 489 ↳	↱ 567 / 586 ← 528 / 745 ↰ 6 / 40
128 / 233 ↱ 713 / 676 → 12 / 23 ↴	17 / 23 ↰ 12 / 14 → 11 / 35 ↱	

3 I-80 WB Ramp/Rocklin Rd

	244 / 258 ↲ 2 / 2 ↓ 157 / 52 ↳	← 862 / 1102 ↰ 339 / 503
620 / 686 → 412 / 516 ↴		

4 I-80 EB Ramp/Rocklin Rd

		↱ 47 / 119 ← 631 / 1057
208 / 211 ↱ 569 / 527 →	570 / 548 ↰ 2 / 1 → 735 / 602 ↱	

5 Dominguez Rd/Pacific St

	50 / 129 ↲ 16 / 46 ↓ 23 / 38 ↳	↱ 61 / 18 ← 292 / 460 ↰ 66 / 28
71 / 27 ↱ 318 / 401 → 36 / 20 ↴	23 / 25 ↰ 68 / 19 → 59 / 46 ↱	

6 Granite Dr/Dominguez Rd

	47 / 24 ↲ 255 / 197 ↓	
36 / 60 ↱ 70 / 63 ↴	86 / 30 ↰ 90 / 293 →	

7 Sierra College Blvd/Taylor Rd

	167 / 109 ↲ 426 / 341 ↓ 23 / 26 ↳	↱ 31 / 36 ← 232 / 266 ↰ 172 / 207
65 / 152 ↱ 171 / 305 → 67 / 97 ↴	153 / 120 ↰ 243 / 551 → 142 / 253 ↱	

8 Sierra College Blvd/Brace Rd

	554 / 514 ↓ 68 / 84 ↳	↱ 76 / 92 ↰ 67 / 75
58 / 87 ↴	380 / 567 → 36 / 99 ↱	

9 Sierra College Blvd/Granite Dr

	63 / 67 ↲ 476 / 504 ↓ 103 / 70 ↳	↱ 41 / 35 ← 30 / 20 ↰ 126 / 112
61 / 131 ↱ 25 / 32 → 34 / 178 ↴	152 / 96 ↰ 368 / 526 → 74 / 72 ↱	

10 Sierra College/I-80 WB Ramp

	458 / 576 ↓ 206 / 213 ↳	↱ 211 / 159 ↰ 375 / 320
	460 / 560 → 35 / 38 ↱	

11 Sierra College/I-80 EB Ramp

	122 / 224 ↲ 711 / 672 ↓	
206 / 211 ↱ 115 / 31 ↴	270 / 334 ↰ 289 / 387 →	

12 Sierra College/Dominguez Rd

Future Intersection

13 Sierra College/Rocklin Rd

	47 / 78 ↲ 432 / 505 ↓ 50 / 67 ↳	↱ 66 / 30 ← 173 / 139 ↰ 67 / 30
69 / 171 ↱ 114 / 235 → 242 / 404 ↴	390 / 298 ↰ 463 / 604 → 58 / 52 ↱	

14 Horseshoe Bar Rd/Taylor Rd

	6 / 10 ↲ 359 / 409 ↓ 457 / 409 ↳	↱ 406 / 572 ← 14 / 13 ↰ 45 / 77
14 / 7 ↱ 67 / 12 → 22 / 8 ↴	6 / 8 ↰ 269 / 476 → 66 / 104 ↱	

15 Horseshoe Bar/I-80 WB Ramp

	419 / 387 ↲ 233 / 202 ↓ 17 / 48 ↳	↱ 30 / 72 ← 80 / 50 ↰ 39 / 140
74 / 75 ↱ 33 / 46 → 76 / 67 ↴	162 / 88 ↰ 433 / 373 → 68 / 177 ↱	

16 Horseshoe Bar/I-80 EB Ramp

	245 / 245 ↓ 98 / 98 ↳	↱ 312 / 312 ↰ 55 / 55
	353 / 353 → 50 / 50 ↱	

17 Barton Rd/Brace Rd

		← 110 / 57 ↰ 105 / 114
79 / 64 → 124 / 150 ↴	133 / 143 ↰ 155 / 72 ↱	

18 Barton Rd/Rocklin Rd

	98 / 55 ↲ 72 / 43 ↓	
83 / 61 ↱ 87 / 242 ↴	240 / 153 ↰ 55 / 68 →	

19 Sierra College Blvd/King Rd

	17 / 3 ↲ 425 / 298 ↓ 100 / 63 ↳	↱ 65 / 88 ← 11 / 4 ↰ 41 / 15
3 / 21 ↱ 16 / 14 → 4 / 4 ↴	2 / 2 ↰ 190 / 487 → 18 / 39 ↱	

20 Sierra College/English Colony

	518 / 314 ↓ 71 / 47 ↳	↱ 37 / 57 ↰ 4 / 3
	257 / 559 → 1 / 4 ↱	

21 Taylor Rd/King Rd

	323 / 239 ↓ 60 / 28 ↳	↱ 119 / 32 ← 102 / 83 ↰ 103 / 95
211 / 67 ↱ 96 / 91 → 242 / 317 ↴	229 / 362 ↰ 376 / 282 → 67 / 114 ↱	

FIGURE 5

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Existing Peak Hour Traffic Volumes

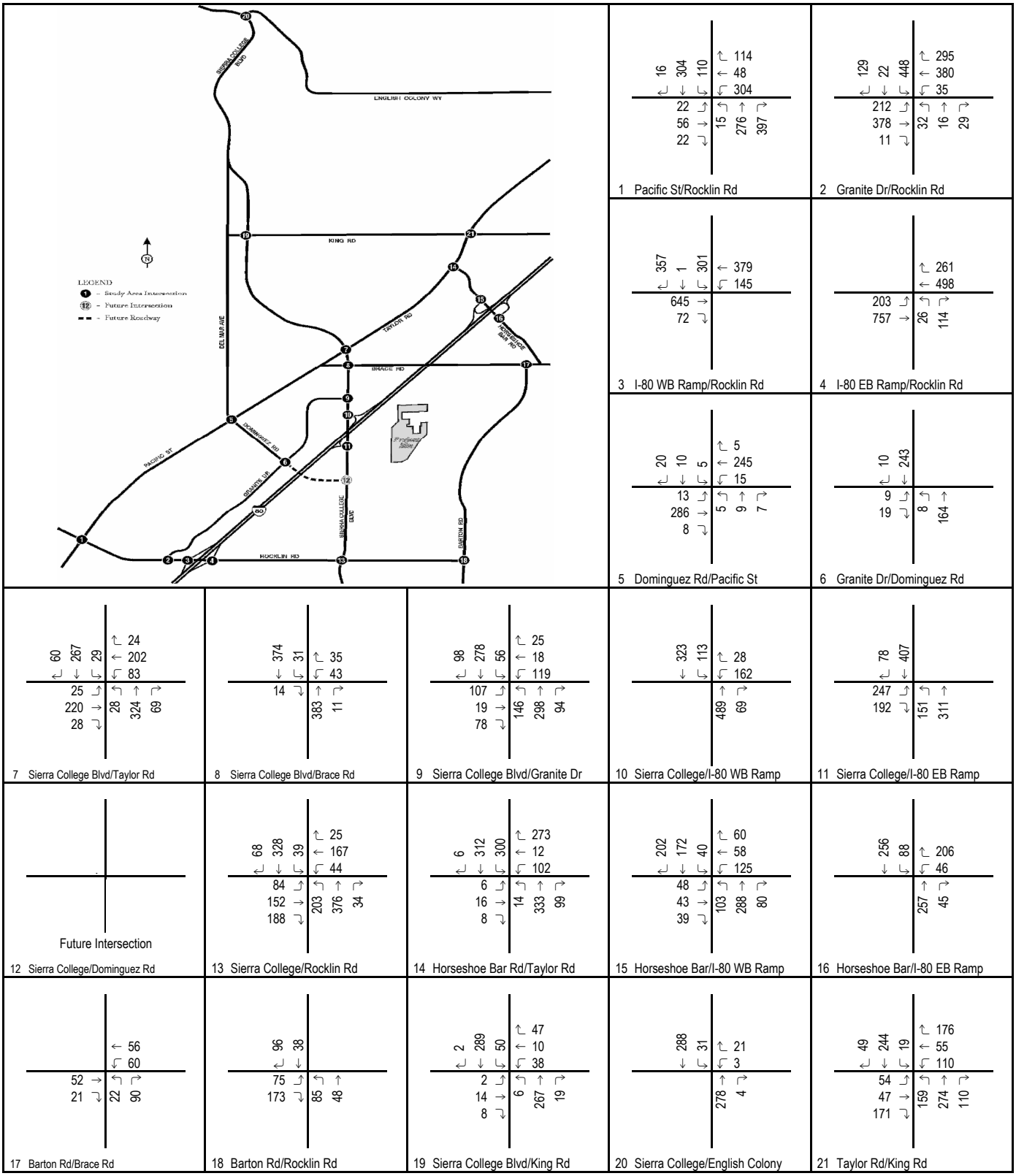


FIGURE 6

Rocklin 60

Existing Saturday Peak Hour Traffic Volumes

Table A - Existing Peak Hour Intersection Level of Service Summary

	Intersection	Existing Condition					
		AM Peak Hour		PM Peak Hour		Saturday	
		V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	0.881	D	0.850	D	0.544	A
2	Rocklin Road/Granite Drive	0.467	A	0.785	C	0.543	A
3	Rocklin Road/I-80 Westbound Ramps	0.767	C	0.966	E	0.618	B
4	Rocklin RoadI-80 Eastbound Ramps	0.829	D	0.877	D	0.501	A
5	Dominguez Road/Pacific Street [1]	0.453	A	0.526	A	0.267	A
6	Dominguez Road/Granite Drive [1]	11.7 sec	B	11.9 sec	B	9.9 sec	A
7	Sierra College Boulevard/Taylor Road (Loomis)	0.737	C	0.873	D	0.508	A
8	Sierra College Boulevard/Brace Road (Loomis)	0.509	A	0.604	B	0.341	A
9	Sierra College Boulevard/Granite Drive	0.625	B	0.644	B	0.461	A
10	Sierra College Boulevard/I-80 Westbound Ramps	0.665	B	0.685	B	0.520	A
11	Sierra College Boulevard/I-80 Eastbound Ramps	1.033	F	1.124	F	0.740	C
12	Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-
13	Sierra College Boulevard/Rocklin Road [1]	0.710	C	0.792	C	0.532	A
14	Taylor Road/Horseshoe Bar Road (Loomis)	0.920	E	1.098	F	0.688	B
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.454	A	0.428	A	0.359	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps (Loomis)	16.4 sec	C	16.0 sec	C	12.1 sec	B
17	Barton Road/Brace Road [1] (Loomis)	16.1 sec	C	15.0 sec	C	9.5 sec	A
18	Barton Road/Rocklin Road [1] (Loomis)	15.6 sec	C	10.9 sec	B	10.2 sec	B
19	Sierra College Boulevard/King Road [1] (Loomis)	0.436	A	0.525	A	0.331	A
20	Sierra College Boulevard/English Colony Way [1] (Placer County)	10.9 sec	B	13.4 sec	B	10.5 sec	B
21	Taylor Road/King Road [1] (Loomis)	0.760	C	0.722	C	0.489	A

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

☐ Exceeds level of service criteria

Table B: Existing Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Weekday			Saturday		
				Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	Two-lane Collector	15,000	17,060	1.14	F	11,370	0.76	C
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	Two-lane Collector	15,000	10,673	0.71	B	3,500	0.23	A
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	Two-lane Collector	15,000	11,578	0.77	C	5,880	0.39	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	15,889	0.53	A	6,820	0.23	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	21,211	0.71	B	11,040	0.37	A
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	9,989	0.33	A	13,090	0.44	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	Two-lane Collector	15,000	5,176	0.35	A	4,060	0.27	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	Two-lane Collector	15,000	3,354	0.22	A	2,040	0.14	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	Two-lane Collector	15,000	6,101	0.41	A	6,460	0.43	A
Brace Road	I-80 and Barton Road [1] (Loomis)	Two-lane Collector	15,000	4,006	0.27	A	1,940	0.13	A
	I-80 and Sierra College Boulevard [1] (Loomis)	Two-lane Collector	15,000	3,408	0.23	A	560	0.04	A
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	Two-lane Collector	15,000	9,600	0.64	B	6,570	0.44	A
	King Road and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	10,560	0.70	B	7,080	0.47	A
	Taylor Road and I-80	Two-lane Collector	15,000	17,566	1.17	F	8,610	0.57	A
	I-80 and Dominguez Road	Two-lane Collector	15,000	13,275	0.88	D	10,400	0.69	B
	Dominguez Road and Rocklin Road [1]	Two-lane Collector	15,000	13,275	0.88	D	10,840	0.72	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	Four-lane Undivided Arterial	30,000	6,178	0.21	A	4,350	0.15	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	8,258	0.28	A	7,850	0.26	A
Dominguez Road	Taylor Road and Granite Drive [1]	Two-lane Collector	15,000	2,382	0.16	A	510	0.03	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	5,610	0.37	A	3,460	0.23	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

PROJECT TRIP GENERATION AND DISTRIBUTION

The proposed project is 179 single-family residential lots on approximately 60 acres. An estimation of the number of vehicle trips was generated for the site using the trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, and is presented in Table C. As indicated in Table C, the project is forecast to generate 1,713 daily trips, 134 a.m. peak-hour trips, 181 p.m. peak-hour trips, and 168 Saturday peak-hour trips.

Table C: Project Trip Generation

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour			Saturday		
			In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing	179 DU										
Trip Rate[1]		9.57	0.19	0.56	0.75	0.64	0.37	1.01	0.51	0.43	0.94
Trip Generation		**1,713**	**34**	**100**	**134**	**115**	**66**	**181**	**91**	**77**	**168**

DU = dwelling unit

Project trips were distributed throughout the study area using the City's traffic analysis model. The existing City model is only validated for the p.m. peak hour. Therefore, select zone model assignments for the proposed project during the p.m. peak hour were used to obtain the trip distribution. The regional trip distribution percentages from the traffic model and the resulting weekday peak-hour project trips at each intersection are illustrated in Figure 7. Project trips during the Saturday peak hour are illustrated in Figure 8. It should be noted that the distribution percentages shown in the figures are the generalized distribution for illustration only and do not reflect all project trips that may be destined within the study area. This interaction between land uses in the study area is reflected in the actual trip assignment volumes.

EXISTING PLUS PROJECT

Traffic volumes generated by the proposed project were added to the existing traffic volumes, and LOS were calculated for the existing plus project scenario. Because construction of the project will follow construction of other previously approved projects in the study area, the existing plus project condition are not the real-world physical condition that the project will affect. However, an existing plus project condition has nevertheless been analyzed for disclosure purposes. The existing plus project weekday and Saturday peak-hour traffic volumes are illustrated in Figures 9 and 10. The LOS for study area intersections and roadway segments in the existing plus project scenario are shown in Tables D and E. The existing plus project LOS worksheets are provided in Appendix C.

[1] Trip rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7th Edition. Land Use Code 210 – Single-Family Detached Housing.

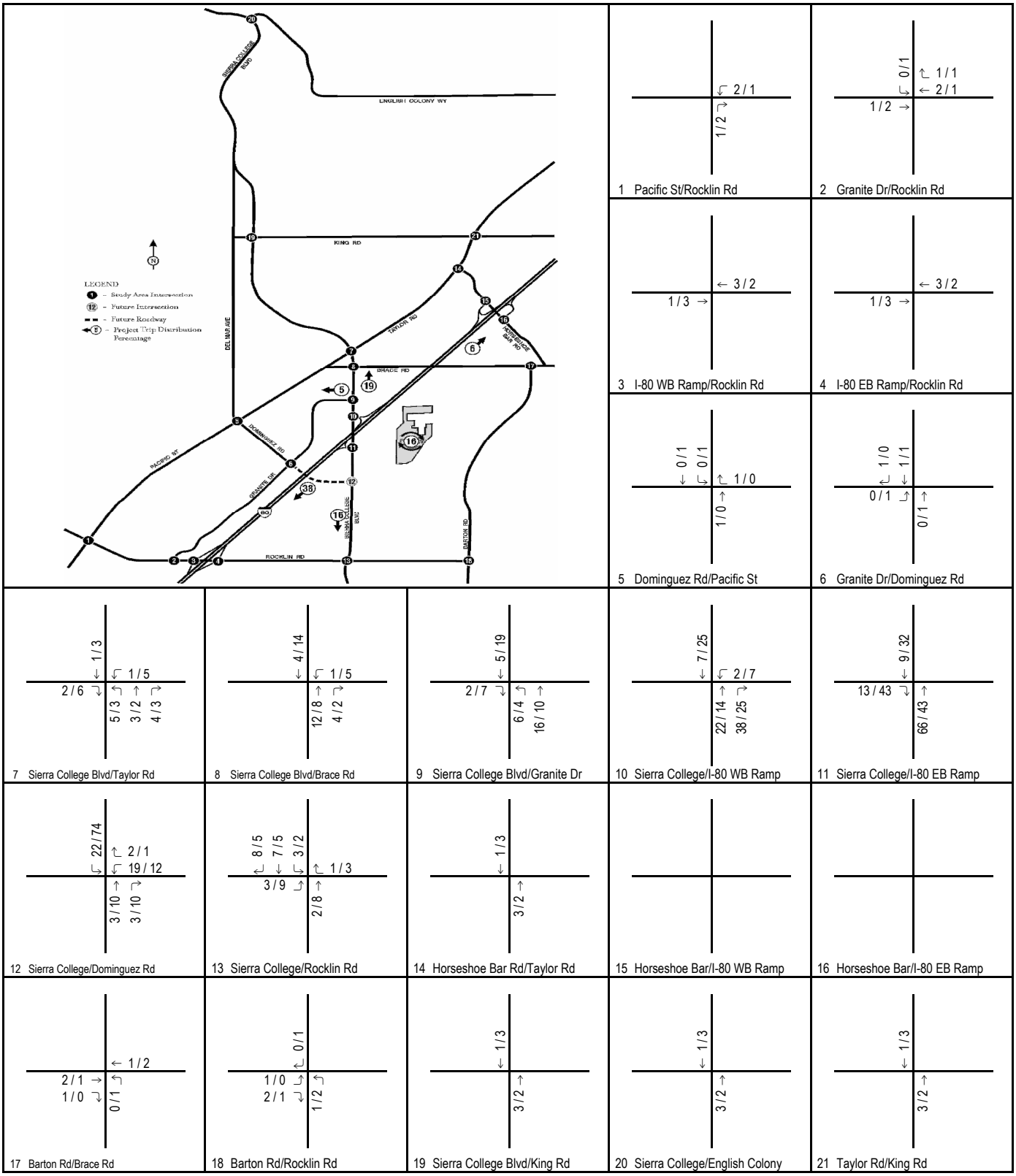


FIGURE 7

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Project Trip Distribution and Peak Hour Project Trips

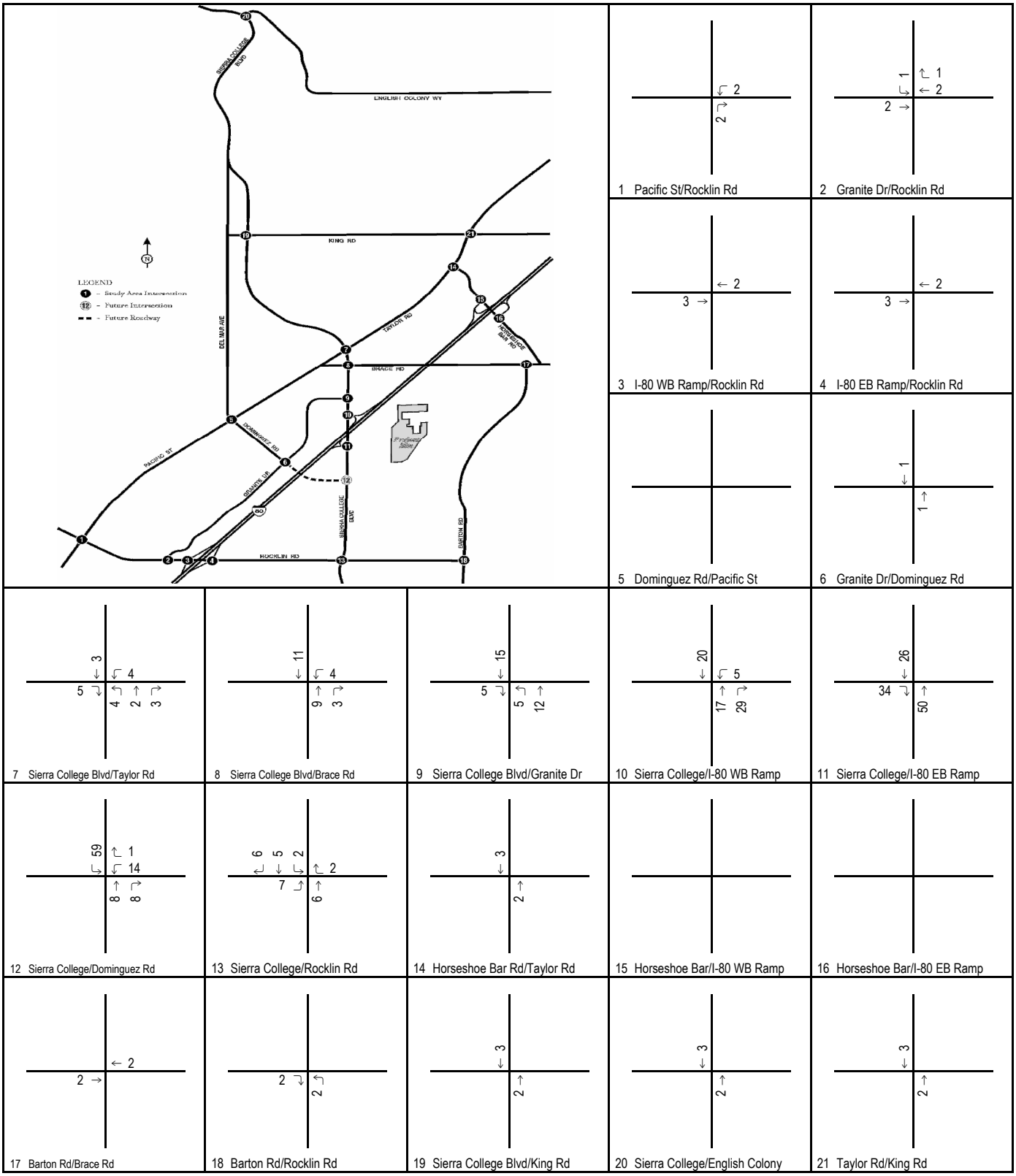


FIGURE 8

Rocklin 60

Saturday Peak Hour Project Trips

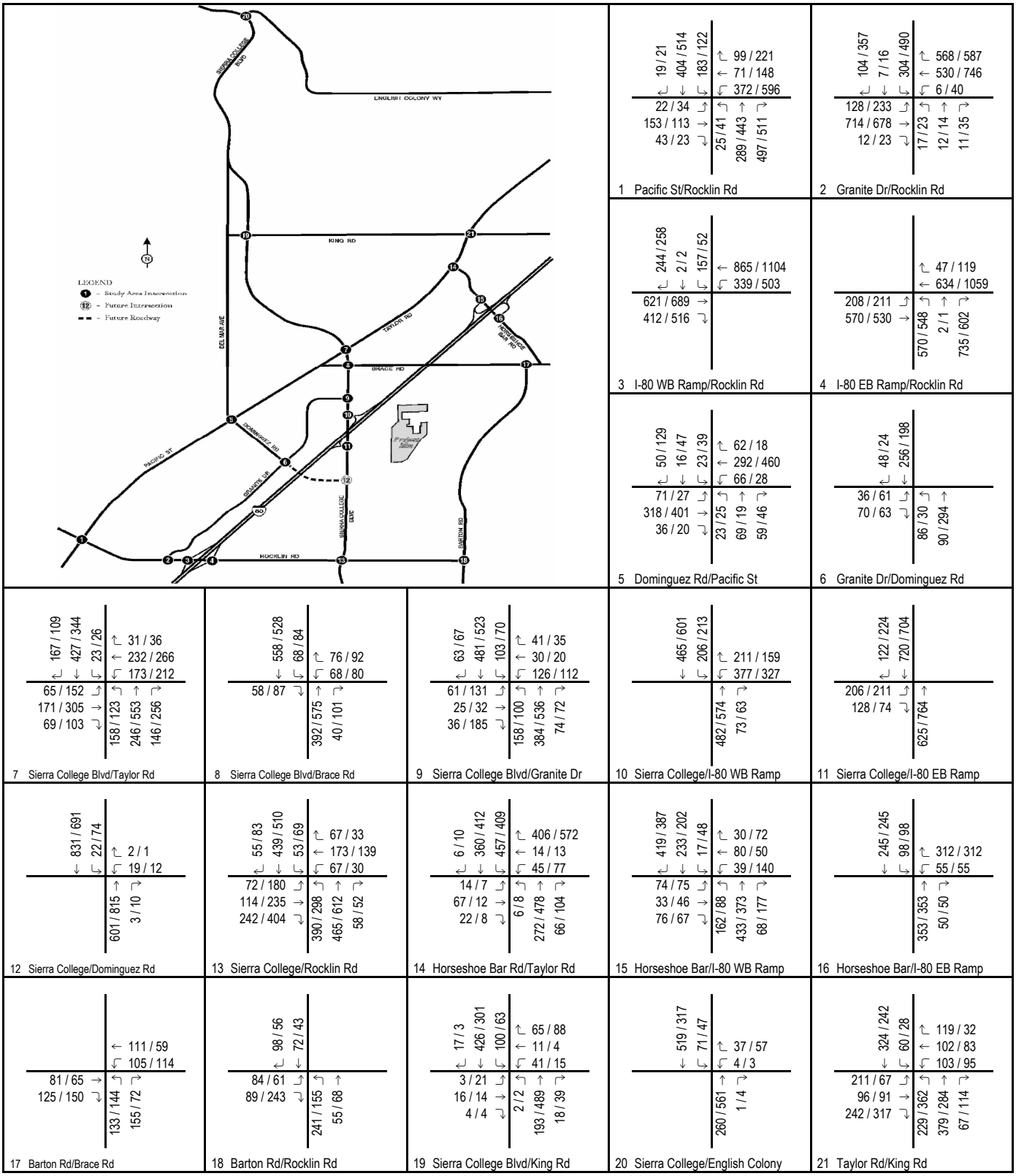


FIGURE 9

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Existing Plus Project Peak Hour Traffic Volumes

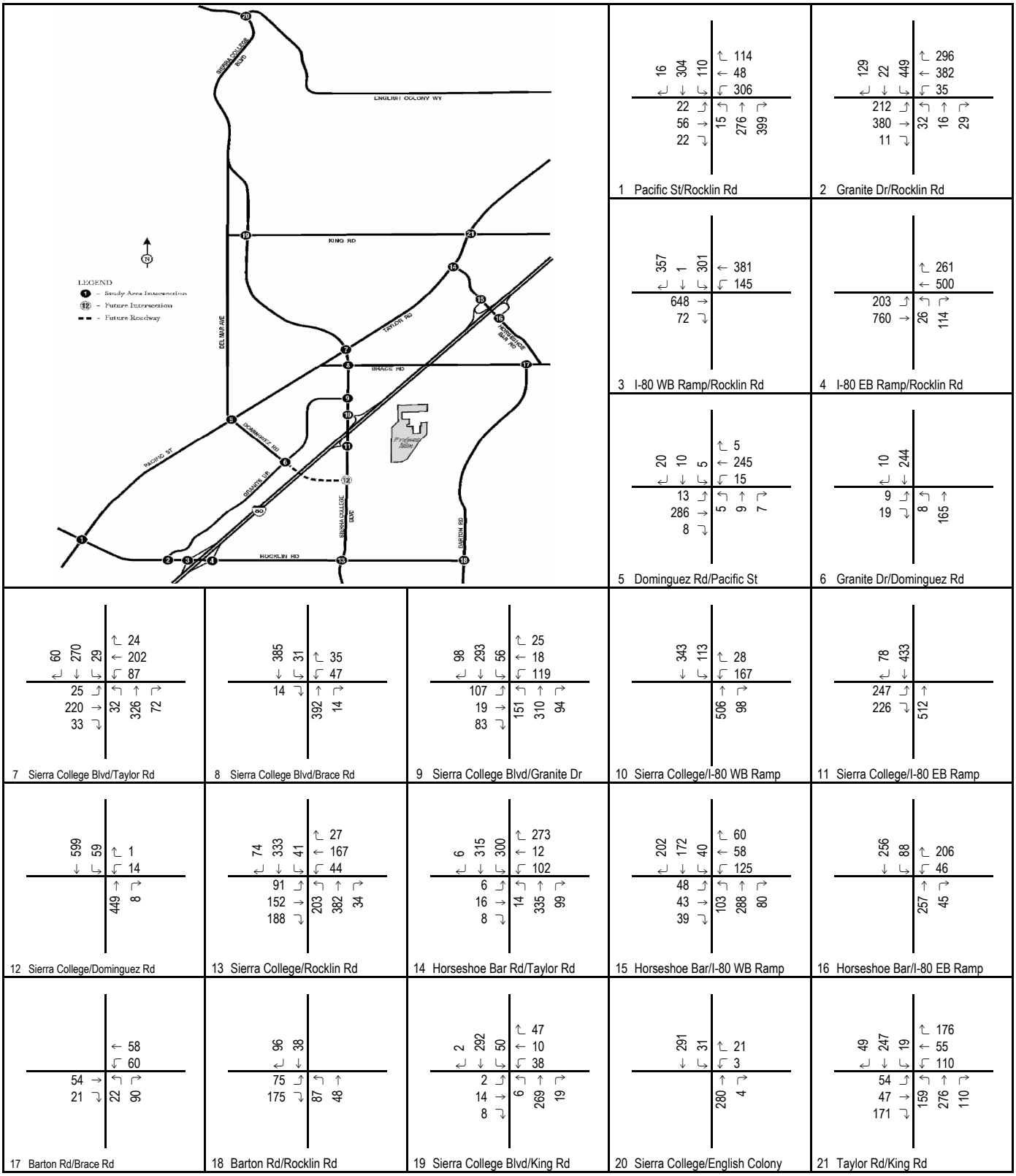


FIGURE 10

Rocklin 60

Existing Plus Project Saturday Peak Hour Traffic Volumes

Table D - Existing Plus Project Peak Hour Intersection Level of Service Summary

		Existing Condition						Existing Plus Project Condition					
		AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	Intersection	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	0.881	D	0.850	D	0.544	A	0.883	D [2]	0.852	D [2]	0.546	A
2	Rocklin Road/Granite Drive	0.467	A	0.785	C	0.543	A	0.467	A	0.785	C	0.544	A
3	Rocklin Road/I-80 Westbound Ramps	0.767	C	0.966	E	0.618	B	0.767	C	0.966	E [2]	0.619	B
4	Rocklin RoadI-80 Eastbound Ramps	0.829	D	0.877	D	0.501	A	0.830	D	0.878	D	0.502	A
5	Dominguez Road/Pacific Street [1]	0.453	A	0.526	A	0.267	A	0.454	A	0.528	A	0.267	A
6	Dominguez Road/Granite Drive [1]	11.7 sec	B	11.9 sec	B	9.9 sec	A	11.7 sec	B	12.0 sec	B	9.9 sec	A
7	Sierra College Boulevard/Taylor Road (Loomis)	0.737	C	0.873	D	0.508	A	0.742	C	0.879	D	0.513	A
8	Sierra College Boulevard/Brace Road (Loomis)	0.509	A	0.604	B	0.341	A	0.513	A	0.614	B	0.351	A
9	Sierra College Boulevard/Granite Drive	0.625	B	0.644	B	0.461	A	0.633	B	0.666	B	0.479	A
10	Sierra College Boulevard/I-80 Westbound Ramps	0.665	B	0.685	B	0.520	A	0.684	B	0.709	C	0.538	B
11	Sierra College Boulevard/I-80 Eastbound Ramps	1.033	F	1.124	F	0.740	C	1.040	F [2]	1.149	F [2]	0.762	C
12	Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	0.628	B	0.673	B	0.453	A
13	Sierra College Boulevard/Rocklin Road [1]	0.710	C	0.792	C	0.532	A	0.717	C	0.796	C	0.543	A
14	Taylor Road/Horseshoe Bar Road (Loomis)	0.920	E	1.098	F	0.688	B	0.923	E [2]	1.099	F [2]	0.690	B
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.454	A	0.428	A	0.359	A	0.454	A	0.428	A	0.359	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps (Loomis)	16.4 sec	C	16.0 sec	C	12.1 sec	B	16.4 sec	C	16.0 sec	C	12.1 sec	B
17	Barton Road/Brace Road [1] (Loomis)	16.1 sec	C	15.0 sec	C	9.5 sec	A	16.2 sec	C	15.1 sec	C	9.5 sec	A
18	Barton Road/Rocklin Road [1] (Loomis)	15.6 sec	C	10.9 sec	B	10.2 sec	B	15.7 sec	C	10.9 sec	B	10.2 sec	B
19	Sierra College Boulevard/King Road [1] (Loomis)	0.436	A	0.525	A	0.331	A	0.437	A	0.527	A	0.333	A
20	Sierra College Boulevard/English Colony Way [1] (Placer County)	10.9 sec	B	13.4 sec	B	10.5 sec	B	10.9 sec	B	13.5 sec	B	10.5 sec	B
21	Taylor Road/King Road [1] (Loomis)	0.760	C	0.722	C	0.489	A	0.762	C	0.723	C	0.490	A

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

[2] Project impact is less than 5% of total intersection V/C or delay and therefore not a significant impact.

☐ Exceeds level of service criteria

▒ (Shade) = Significant Impact

Table E: Existing Plus Project - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Weekday			Saturday		
				Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	Two-lane Collector	15,000	17,110	1.14	F	11,420	0.76	C
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	Two-lane Collector	15,000	10,723	0.71	C	3,560	0.24	A
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	Two-lane Collector	15,000	11,608	0.77	C	5,910	0.39	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	15,909	0.53	A	6,840	0.23	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	21,241	0.71	B	11,070	0.37	A
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	10,029	0.33	A	13,130	0.44	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	Two-lane Collector	15,000	5,226	0.35	A	4,120	0.27	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	Two-lane Collector	15,000	3,364	0.22	A	2,060	0.14	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	Two-lane Collector	15,000	6,101	0.41	A	6,460	0.43	A
Brace Road	I-80 and Barton Road [1] (Loomis)	Two-lane Collector	15,000	4,036	0.27	A	1,980	0.13	A
	I-80 and Sierra College Boulevard [1] (Loomis)	Two-lane Collector	15,000	3,408	0.23	A	560	0.04	A
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	Two-lane Collector	15,000	9,650	0.64	B	6,620	0.44	A
	King Road and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	10,720	0.71	C	7,220	0.48	A
	Taylor Road and I-80	Two-lane Collector	15,000	17,906	1.19	F	8,900	0.59	A
	I-80 and Dominguez Road	Two-lane Collector	15,000	13,825	0.92	E	11,040	0.74	C
	Dominguez Road and Rocklin Road [1]	Two-lane Collector	15,000	13,435	0.90	D	10,980	0.73	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	Four-lane Undivided Arterial	30,000	6,188	0.21	A	4,360	0.15	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	8,278	0.28	A	7,860	0.26	A
Dominguez Road	Taylor Road and Granite Drive [1]	Two-lane Collector	15,000	2,382	0.16	A	510	0.03	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	5,610	0.37	A	3,460	0.23	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

As shown in Table D, the two intersections that operate at LOS F, one at LOS E and one at LOS D in the existing condition would continue to operate at LOS F, LOS E, and LOS D, respectively, with the addition of project traffic. The project would not increase traffic by more than 5 percent at the intersection of Sierra College Boulevard/I-80 Eastbound Ramp. However, as will be discussed later in this report, there is currently a project in the City's Traffic Fee Program to improve the I-80/Sierra College Boulevard interchange, which would mitigate this unsatisfactory LOS. The intersection of Taylor Road/Horseshoe Bar Road is forecast to operate at LOS E (v/c = 1.00) in the existing plus project condition; however, the addition of project traffic to this intersection was not measurable. Similarly, the intersection of Rocklin Road/Pacific Street is forecast to operate at LOS D, and the intersection of Rocklin Road/I-80 Westbound Ramps is forecast to operate at LOS E in the existing plus project condition; however, the addition of project traffic at both the intersections was not measurable. The project would add less than 5 percent to the v/c ratio at these intersections; therefore, the project would not have any significant impacts on study area intersections in the existing plus project condition.

As shown in Table E, most of the study area roadway segments are forecast to operate within their daily roadway capacities in the existing plus project condition except for the following four segments:

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Sierra College Boulevard between Brace Road and Granite Road
- Sierra College Boulevard between I-80 and Dominguez Road
- Sierra College Boulevard between Dominguez Road and Rocklin Road

A directional peak-hour roadway segment analysis was prepared for these four roadway segments and is shown in Table F. In both a.m. and p.m. peak hours, the four affected roadway segments will operate at LOS A or B. Because the roadway segments will operate with satisfactory LOS during the peak hour of roadway traffic, they are not considered impacted by the project.

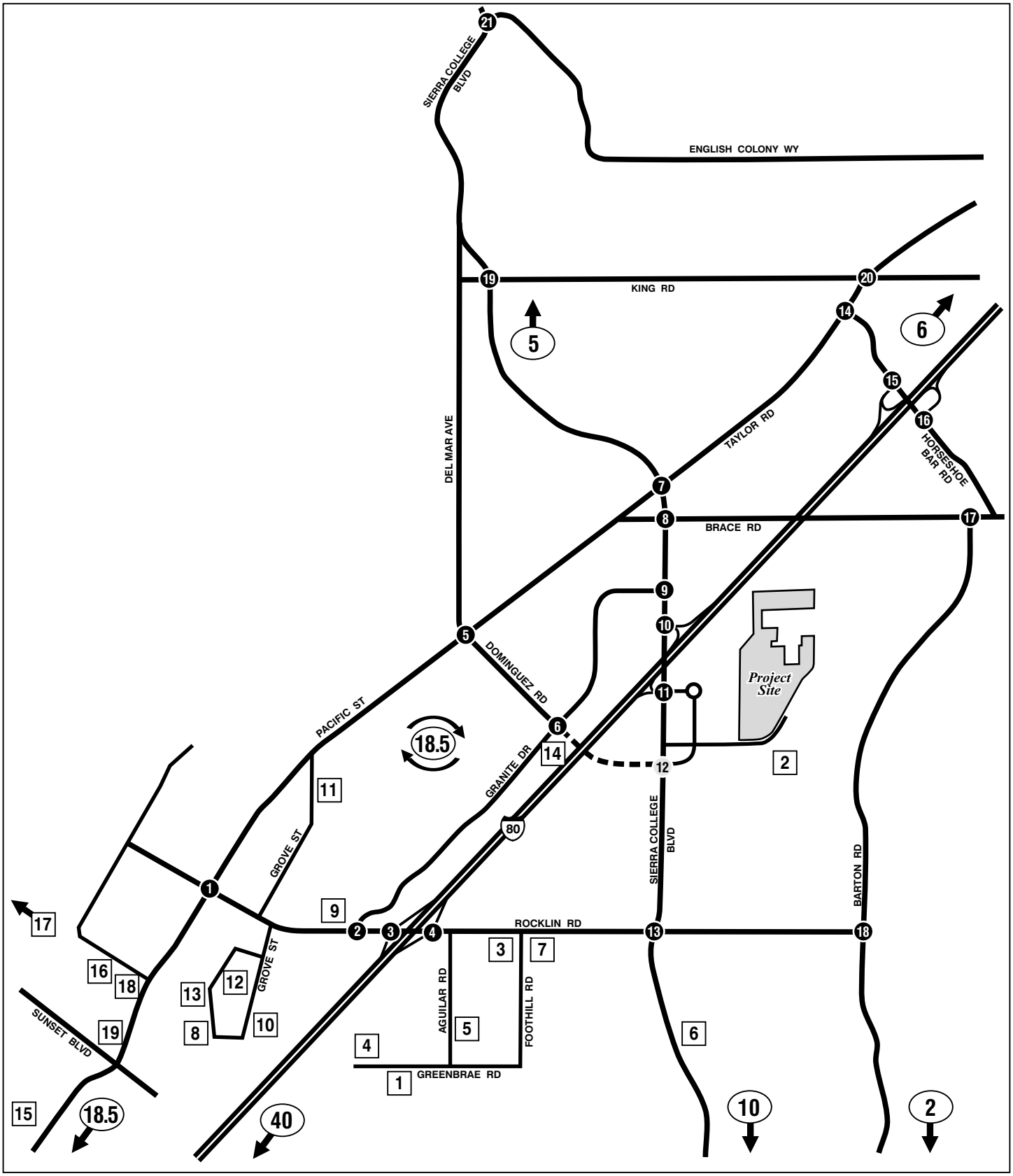
Existing Plus Approved Projects (Baseline) Traffic Volumes

To identify traffic conditions that could be expected at the time of project opening, an existing plus approved projects (baseline) scenario was developed. The City provided a list of approved (environmental approval and funded) projects in the vicinity of the project. The approved projects include interchange improvements at I-80 and Sierra College Boulevard, as the interchange improvements have CEQA approval and are currently funded. The approved projects do not include the proposed Dominguez Road extension. The approved projects list is provided in Appendix D. Traffic volumes for approved projects were determined by applying the trip generation rates from the ITE *Trip Generation*, 7th Edition, to the approved land uses. Vehicle trips from approved projects were distributed to the study area intersections based on the location of the approved projects in relation to other land uses and local and regional transportation networks. The locations of the approved projects are illustrated in Figure 11. The approved projects and their respective trip generation are shown in Table G. This scenario also takes into account roadway improvements that are funded and have environmental approval. As a result, the funded improvements at the I-80/Sierra College Boulevard interchange are included in the short-term geometrics, as illustrated in Figure 12.

Table F: Existing plus Project Peak Hour Roadway Segment Level of Service Summary

Roadway	Segment	Capacity	Existing			Existing + Project		
			Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)							
	A.M. Peak Hour Northbound	1,650	426	0.26	A	427	0.26	A
	A.M. Peak Hour Southbound	1,650	706	0.43	A	709	0.43	A
	Total A.M. Peak Hour	3,300	1,132	0.34	A	1,136	0.34	A
	P.M Peak Hour Northbound	1,650	494	0.30	A	497	0.30	A
	P.M Peak Hour Southbound	1,650	588	0.36	A	590	0.36	A
	Total P.M. Peak Hour	3,300	1,082	0.33	A	1,087	0.33	A
Sierra College Boulevard	Taylor Rd and I-80							
	A.M. Peak Hour Northbound	1,650	594	0.36	A	643	0.39	A
	A.M. Peak Hour Southbound	1,650	636	0.39	A	616	0.37	A
	Total A.M. Peak Hour	3,300	1,230	0.37	A	1,259	0.38	A
	P.M Peak Hour Northbound	1,650	794	0.48	A	820	0.50	A
	P.M Peak Hour Southbound	1,650	694	0.42	A	708	0.43	A
	Total P.M. Peak Hour	3,300	1,488	0.45	A	1,528	0.46	A
Sierra College Boulevard	I-80 and Dominguez Rd							
	A.M. Peak Hour Northbound	1,650	833	0.50	A	850	0.52	A
	A.M. Peak Hour Southbound	1,650	598	0.36	A	604	0.37	A
	Total A.M. Peak Hour	3,300	1,431	0.43	A	1,454	0.44	A
	P.M Peak Hour Northbound	1,650	896	0.54	A	928	0.56	A
	P.M Peak Hour Southbound	1,650	805	0.49	A	825	0.50	A
	Total P.M. Peak Hour	3,300	1,701	0.52	A	1,753	0.53	A
Sierra College Boulevard	Dominguez Rd and Rocklin Rd							
	A.M. Peak Hour Northbound	1,650	831	0.50	A	853	0.52	A
	A.M. Peak Hour Southbound	1,650	911	0.55	A	913	0.55	A
	Total A.M. Peak Hour	3,300	1,742	0.53	A	1,766	0.54	A
	P.M Peak Hour Northbound	1,650	939	0.57	A	944	0.57	A
	P.M Peak Hour Southbound	1,650	954	0.58	A	962	0.58	A
	Total P.M. Peak Hour	3,300	1,893	0.57	A	1,906	0.58	A

[1] Sierra College Boulevard expansion to four lanes south of I-80 is an approved project



LSA

LEGEND

- 1 - Study Area Intersection
- 12 - Future Intersection
- - - Future Roadway
- 10 - Approved Projects*
- XX - Trip Distribution Percentage
- 18.5 - Internal Trips

*Refer to Table G for Project Identification

FIGURE 11

Rocklin 60

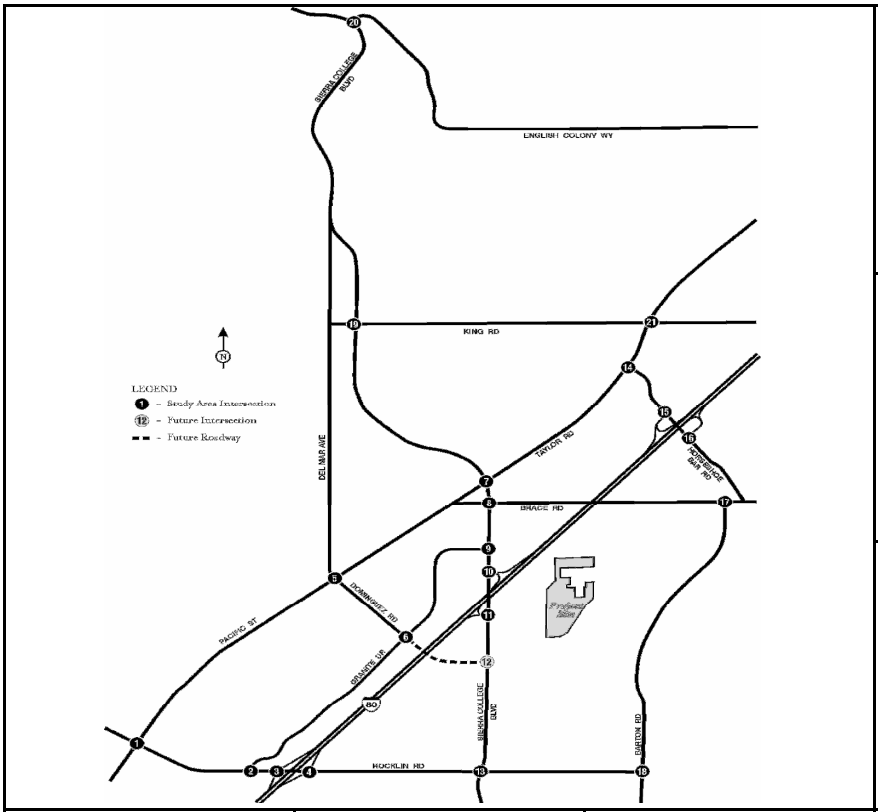
Location of Approved Projects

SCHEMATIC - NOT TO SCALE

I:\rck0601\Appvd Projects.cdr (1/17/07)

Table G - Trip Generation of Approved Projects

Project No.	Description	Landuse (ITE Code)	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
1	Granite Lake Estates	Single Family Detached Housing (210)	119 du	23	70	93	79	46	125	60	51	112
2	Croftwood, Unit 1	Single Family Detached Housing (210)	156 du	30	89	119	101	59	160	79	67	147
3	Rocklin Sierra Plaza	Shopping Center (820)	31.60 ksf	78	30	108	140	153	293	82	75	157
4	Bender Insurance Offic Building	Bender Insurance Office Building	14.75 ksf	10	31	41	60	35	95	3	3	6
5	Bramblewood Estates	Single Family Detached Housing (210)	2 du	3	8	11	2	1	3	1	1	2
6	Sunrise Assisted Living	Sunrise Assissted Living	48 ksf	6	3	9	7	7	14	12	14	26
7	Rocklin Executive Office Park	Office Park (710)	21 ksf	27	27	54	51	51	102	5	4	9
8	Villages	Single Family Detached Housing (210)	65 du	14	41	55	46	27	73	33	28	61
9	Granite Business Center	General Office Building (710)	16.60 ksf	39	6	45	17	80	97	4	3	7
10	Rocklin Mobile Home Park Addition	Mobile Home Park (240)	21 du	4	14	18	9	5	14	6	5	11
11	Holy Cross Lutheran Church	Church (560)	40.63 ksf	16	13	29	14	13	27	102	42	144
12	Winding Lane Estates	Single Family Detached Housing (210)	26 du	7	21	28	20	12	32	13	11	24
13	Samoylovich Estates	Single Family Detached Housing (210)	4 du	7	5	12	3	3	6	2	2	4
14	Granite Drive Retail/Office	Office (710)	22 ksf	14	42	56	65	38	103	5	4	9
15	Rocklin 94	Residential Condominium (230)	94 du	8	41	49	38	19	57	24	20	44
16	Colish Subdivision	Single Family Detached Housing (210)	8 du	4	11	15	7	4	11	4	3	8
17	Community Covenant Church	Church (560)	11.78 ksf	1	0	1	1	0	1	30	12	42
18	Rocklin Retail Center	Shopping Center (820)	19.5 ksf	36	23	59	102	111	213	50	47	97
19	Pacific Center Retail Center	Shopping Center (820)	32.2 ksf	48	31	79	142	154	296	83	77	160
	Total			375	506	881	904	818	1,722	598	470	1,068



1. Pacific St/Rocklin Rd

2. Granite Dr/Rocklin Rd

3. I-80 WB Ramp/Rocklin Rd

4. I-80 EB Ramp/Rocklin Rd

5. Dominguez Rd/Pacific St

6. Granite Dr/Dominguez Rd

7. Sierra College Blvd/Taylor Rd

8. Sierra College Blvd/Brace Rd

9. Sierra College Blvd/Granite Dr

10. Sierra College/I-80 WB Ramp

11. Sierra College/I-80 EB Ramp

12. Sierra College/Dominguez Rd

13. Sierra College Blvd/Rocklin Rd

14. Horseshoe Bar Rd/Taylor Rd

15. Horseshoe Bar/I-80 WB Ramp

16. Horseshoe Bar/I-80 EB Ramp

17. Barton Rd/Brace Rd

18. Barton Rd/Rocklin Rd

19. Sierra College Blvd/King Rd

20. Sierra College/English Colony Way

21. Taylor Rd/King Rd

LSA

Legend

Signal

Stop Sign

F Free Right Turn

FIGURE 12

Rocklin 60

Short Term Geometrics and Traffic Control

Existing Plus Approved Projects (Baseline) Levels of Service

Traffic from the approved projects was added to the existing traffic counts, and LOS were calculated for the existing plus approved projects (baseline) scenario. Existing plus approved projects weekday peak hour and Saturday traffic volumes are illustrated in Figures 13 and 14. The existing plus approved projects (baseline) LOS worksheets are provided in Appendix E.

As shown in Table H, the following six intersections are operating at unsatisfactory LOS in the existing plus approved projects (baseline) condition:

- Rocklin Road/Pacific Street
- Rocklin Road/Granite Drive
- Rocklin Road/I-80 Westbound Ramps
- Rocklin Road/I-80 Eastbound Ramps
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)

As shown in Table I, most of the study area roadway segments are forecast to operate within their daily roadway capacities except for the following three segments:

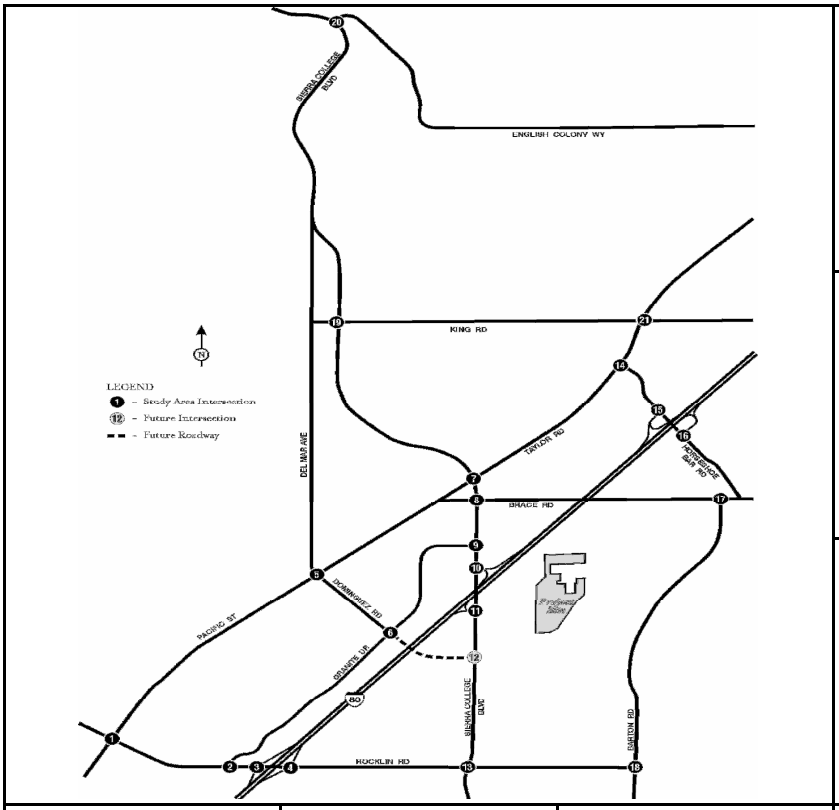
- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Sierra College Boulevard between Brace Road and Granite Road
- Sierra College Boulevard between Dominguez Road and Rocklin Road

These segments will exceed the threshold of daily capacity in the existing plus approved projects (baseline) scenario. However, in both a.m. and p.m. peak hours, all affected segments are forecast to operate with satisfactory v/c ratios, as shown in Table F.

EXISTING PLUS APPROVED PROJECTS (BASELINE) PLUS PROJECT

Traffic volumes generated by the proposed project were added to the existing plus approved projects (baseline) traffic volumes, and LOS were calculated for the existing plus approved projects (baseline) plus project scenario. The existing plus approved projects (baseline) plus project weekday and Saturday peak-hour traffic volumes are illustrated in Figures 15 and 16. The LOS for study area intersections and roadway segments in the existing plus approved projects (baseline) plus project scenario is shown in Tables J and K. The existing plus approved projects (baseline) plus project LOS worksheets are provided in Appendix F.

As shown in Table J, the following six intersections that were operating with unsatisfactory LOS in the existing plus approved projects (baseline) scenario would continue to operate with unsatisfactory LOS when project traffic is added:



1 Pacific St/Rocklin Rd

19 / 21	429 / 588	183 / 122
↰	↓	↳
22 / 34 →		↱ 99 / 221
153 / 113 →		← 71 / 148
43 / 23 ↴	25 / 41 ↰	↰ 498 / 856
	315 / 517 →	↱ 608 / 784

2 Granite Dr/Rocklin Rd

117 / 370	7 / 16	355 / 579
↰	↓	↳
137 / 259 →		↱ 614 / 681
865 / 1002 →		← 684 / 1037
12 / 23 ↴	17 / 23 ↰	↰ 6 / 40
	12 / 14 →	↱ 11 / 35

3 I-80 WB Ramp/Rocklin Rd

267 / 299	2 / 2	169 / 78
↰	↓	↳
732 / 955 →		← 1041 / 1448
503 / 663 ↴		↰ 402 / 597

4 I-80 EB Ramp/Rocklin Rd

		↱ 59 / 145
		← 807 / 1349
226 / 258 ↰	637 / 697 ↰	↱ 783 / 719
676 / 776 →	2 / 1 →	

5 Dominguez Rd/Pacific St

51 / 132	17 / 47	23 / 38
↰	↓	↳
72 / 30 ↰		↱ 61 / 18
327 / 423 →		← 300 / 481
36 / 20 ↴	23 / 25 ↰	↰ 66 / 28
	68 / 20 →	↱ 59 / 46

6 Granite Dr/Dominguez Rd

47 / 24	265 / 211	
↰	↓	
36 / 60 ↰		
71 / 64 ↴	86 / 31 ↰	
	102 / 313 →	

7 Sierra College Blvd/Taylor Rd

174 / 125	437 / 368	23 / 26
↰	↓	↳
73 / 169 ↰		↱ 31 / 36
172 / 309 →		← 233 / 270
67 / 98 ↴	153 / 121 ↰	↰ 172 / 208
	261 / 579 →	↱ 142 / 254

8 Sierra College Blvd/Brace Rd

565 / 541	68 / 85	
↓	↳	
		↱ 76 / 93
58 / 87 ↴		↰ 71 / 84
	398 / 596 →	↱ 38 / 109

9 Sierra College Blvd/Granite Dr

64 / 71	490 / 536	103 / 70
↰	↓	↳
68 / 139 ↰		↱ 41 / 35
25 / 32 →		← 30 / 20
39 / 189 ↴	161 / 105 ↰	↰ 126 / 112
	381 / 556 →	↱ 74 / 72

10 Sierra College/I-80 WB Ramp

477 / 619	206 / 213	
↓	↳	
		↱ 215 / 179
		↰ 377 / 326
	477 / 580 →	↱ 79 / 67

11 Sierra College/I-80 EB Ramp

122 / 224	723 / 704	
↰	↓	
206 / 211 ↰		
130 / 81 ↴	270 / 334 ↰	
	355 / 439 →	

12 Sierra College/Dominguez Rd

837 / 704	21 / 69	
↓	↳	
		↱ 24 / 16
		↰ 28 / 18
	607 / 828 →	↱ 6 / 20

13 Sierra College/Rocklin Rd

70 / 101	442 / 512	52 / 68
↰	↓	↳
80 / 201 ↰		↱ 67 / 32
123 / 254 →		← 182 / 159
292 / 505 ↴	434 / 402 ↰	↰ 67 / 30
	466 / 615 →	↱ 58 / 52

14 Horseshoe Bar Rd/Taylor Rd

6 / 10	359 / 410	460 / 416
↰	↓	↳
14 / 7 ↰		↱ 408 / 580
67 / 12 →		← 14 / 13
22 / 8 ↴	6 / 8 ↰	↰ 45 / 77
	269 / 477 →	↱ 66 / 104

15 Horseshoe Bar/I-80 WB Ramp

422 / 394	233 / 202	17 / 48
↰	↓	↳
76 / 83 ↰		↱ 30 / 72
33 / 46 →		← 80 / 50
76 / 67 ↴	163 / 90 ↰	↰ 39 / 140
	433 / 373 →	↱ 68 / 177

16 Horseshoe Bar/I-80 EB Ramp

245 / 245	98 / 98	
↓	↳	
		↱ 312 / 312
		↰ 55 / 57
	354 / 355 →	↱ 50 / 50

17 Barton Rd/Brace Rd

		← 110 / 58
		↰ 106 / 115
79 / 65 →	133 / 144 ↰	↱ 155 / 73
124 / 151 ↴		

18 Barton Rd/Rocklin Rd

100 / 59	72 / 43	
↰	↓	
84 / 65 ↰		
97 / 258 ↴	248 / 171 ↰	
	55 / 68 →	

19 Sierra College Blvd/King Rd

17 / 3	443 / 341	100 / 63
↰	↓	↳
3 / 21 ↰		↱ 65 / 88
16 / 14 →		← 11 / 4
4 / 4 ↴	2 / 2 ↰	↰ 41 / 15
	211 / 527 →	↱ 18 / 39

20 Sierra College/English Colony

536 / 357	71 / 47	
↓	↳	
		↱ 37 / 57
		↰ 4 / 3
	278 / 599 →	↱ 1 / 4

21 Taylor Rd/King Rd

326 / 247	60 / 28	
↓	↳	
		↱ 119 / 32
		← 102 / 83
211 / 67 ↰	229 / 362 ↰	↰ 103 / 95
96 / 91 →	378 / 290 →	↱ 67 / 114
242 / 317 ↴		

FIGURE 13

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Existing Plus Approved Projects (Baseline) Peak Hour Traffic Volumes

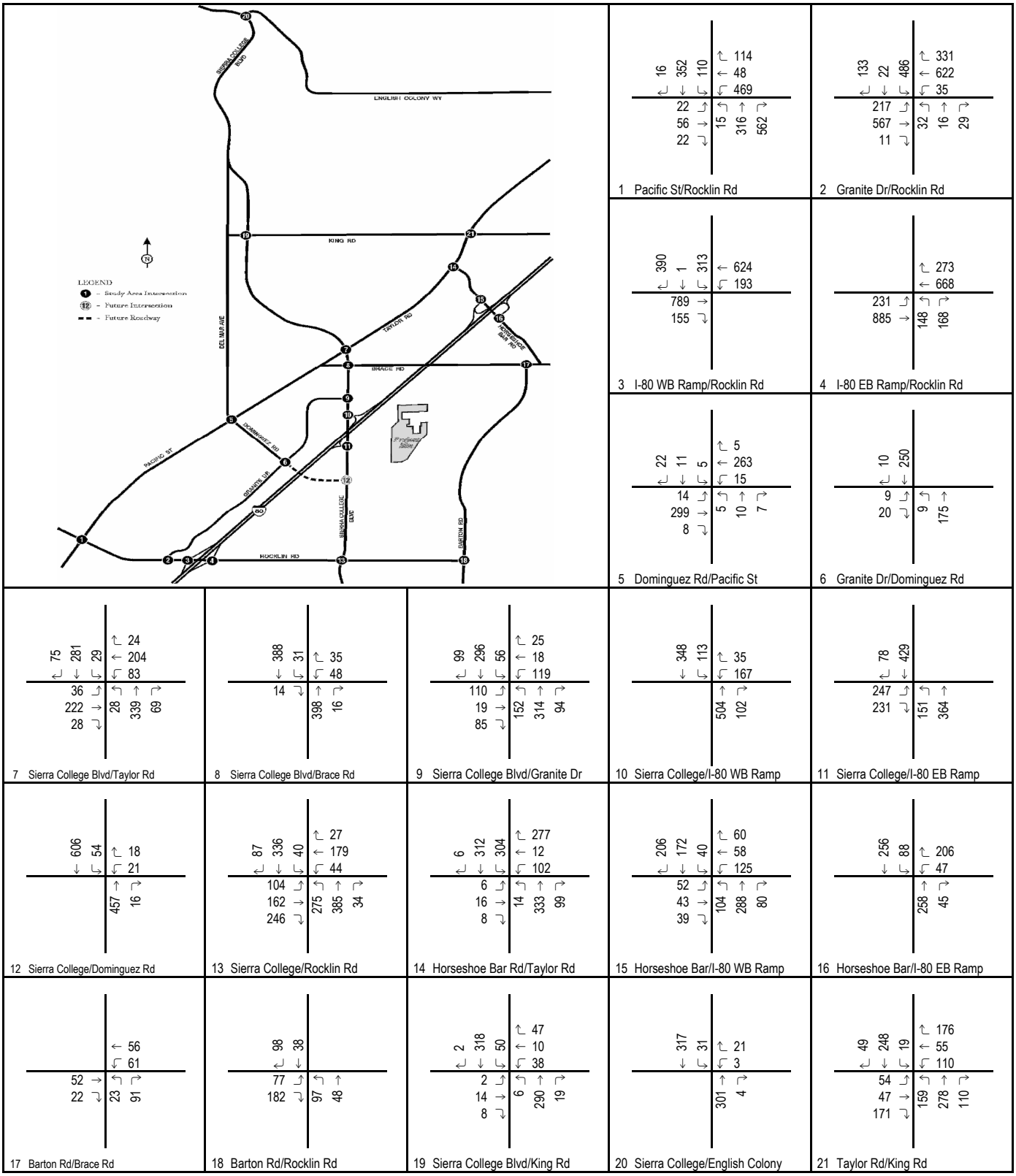


FIGURE 14

Rocklin 60

Existing Plus Approved Projects (Baseline) Saturday Peak Hour Traffic Volumes

Table H - Existing Plus Approved Projects (Baseline) Condition Intersection Level of Service Summary

	Intersection	Existing Plus Approved Condition					
		AM Peak Hour		PM Peak Hour		Saturday	
		V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	1.039	F	1.174	F	0.732	C
2	Rocklin Road/Granite Drive	0.558	A	0.929	E	0.656	A
3	Rocklin Road/I-80 Westbound Ramps	0.903	E	1.179	F	0.733	C
4	Rocklin RoadI-80 Eastbound Ramps	0.953	E	1.095	F	0.635	A
5	Dominguez Road/Pacific Street [1]	0.460	A	0.546	A	0.279	A
6	Dominguez Road/Granite Drive [1]	11.8 sec	B	12.2 sec	B	9.9 sec	A
7	Sierra College Boulevard/Taylor Road (Loomis)	0.746	C	0.900	D	0.521	A
8	Sierra College Boulevard/Brace Road (Loomis)	0.520	A	0.633	B	0.356	A
9	Sierra College Boulevard/Granite Drive	0.643	B	0.682	B	0.483	A
10	Sierra College Boulevard/I-80 Westbound Ramps	0.329	A	0.300	A	0.208	A
11	Sierra College Boulevard/I-80 Eastbound Ramps	0.388	A	0.365	A	0.374	A
12	Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-
13	Sierra College Boulevard/Rocklin Road [1]	0.793	C	0.962	E	0.626	B
14	Taylor Road/Horseshoe Bar Road (Loomis)	0.924	E	1.109	E	0.694	B
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.456	A	0.434	A	0.363	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps (Loomis)	16.4 sec	C	16.1 sec	C	12.2 sec	B
17	Barton Road/Brace Road [1] (Loomis)	16.2 sec	C	15.2 sec	C	9.5 sec	A
18	Barton Road/Rocklin Road [1] (Loomis)	15.9 sec	C	11.2 sec	B	10.3 sec	B
19	Sierra College Boulevard/King Road [1] (Loomis)	0.450	A	0.555	A	0.349	A
20	Sierra College Boulevard/English Colony Way [1] (Placer County)	11.1 sec	B	14.0 sec	B	10.7 sec	B
21	Taylor Road/King Road [1] (Loomis)	0.761	C	0.725	C	0.409	A

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

☐ Exceeds level of service criteria

Table I: Existing Plus Approved Projects (Baseline) - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Weekday			Saturday		
				Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	Two-lane Collector	15,000	17,150	1.14	F	11,410	0.76	C
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	Two-lane Collector	15,000	10,973	0.73	C	3,710	0.25	A
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	Two-lane Collector	15,000	11,868	0.79	C	6,100	0.41	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	19,459	0.65	B	9,080	0.30	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	25,371	0.85	D	13,310	0.44	A
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	14,599	0.49	A	16,120	0.54	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	Two-lane Collector	15,000	6,646	0.44	A	5,090	0.34	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	Two-lane Collector	15,000	3,514	0.23	A	2,130	0.14	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	Two-lane Collector	15,000	6,141	0.41	A	6,490	0.43	A
Brace Road	I-80 and Barton Road [1] (Loomis)	Two-lane Collector	15,000	4,046	0.27	A	1,960	0.13	A
	I-80 and Sierra College Boulevard [1] (Loomis)	Two-lane Collector	15,000	3,408	0.23	A	560	0.04	A
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	Two-lane Collector	15,000	10,430	0.70	B	7,090	0.47	A
	King Road and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	11,250	0.75	C	7,450	0.50	A
	Taylor Road and I-80	Two-lane Collector	15,000	18,296	1.22	F	9,010	0.60	B
	I-80 and Dominguez Road	Four-lane Undivided Arterial	30,000	14,105	0.47	A	11,210	0.37	A
	Dominguez Road and Rocklin Road [1]	Two-lane Collector	15,000	14,745	0.98	E	11,840	0.79	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	Four-lane Undivided Arterial	30,000	6,328	0.21	A	4,430	0.15	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	8,458	0.28	A	7,960	0.27	A
Dominguez Road	Taylor Road and Granite Drive [1]	Two-lane Collector	15,000	2,422	0.16	A	530	0.04	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	5,610	0.37	A	3,460	0.23	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

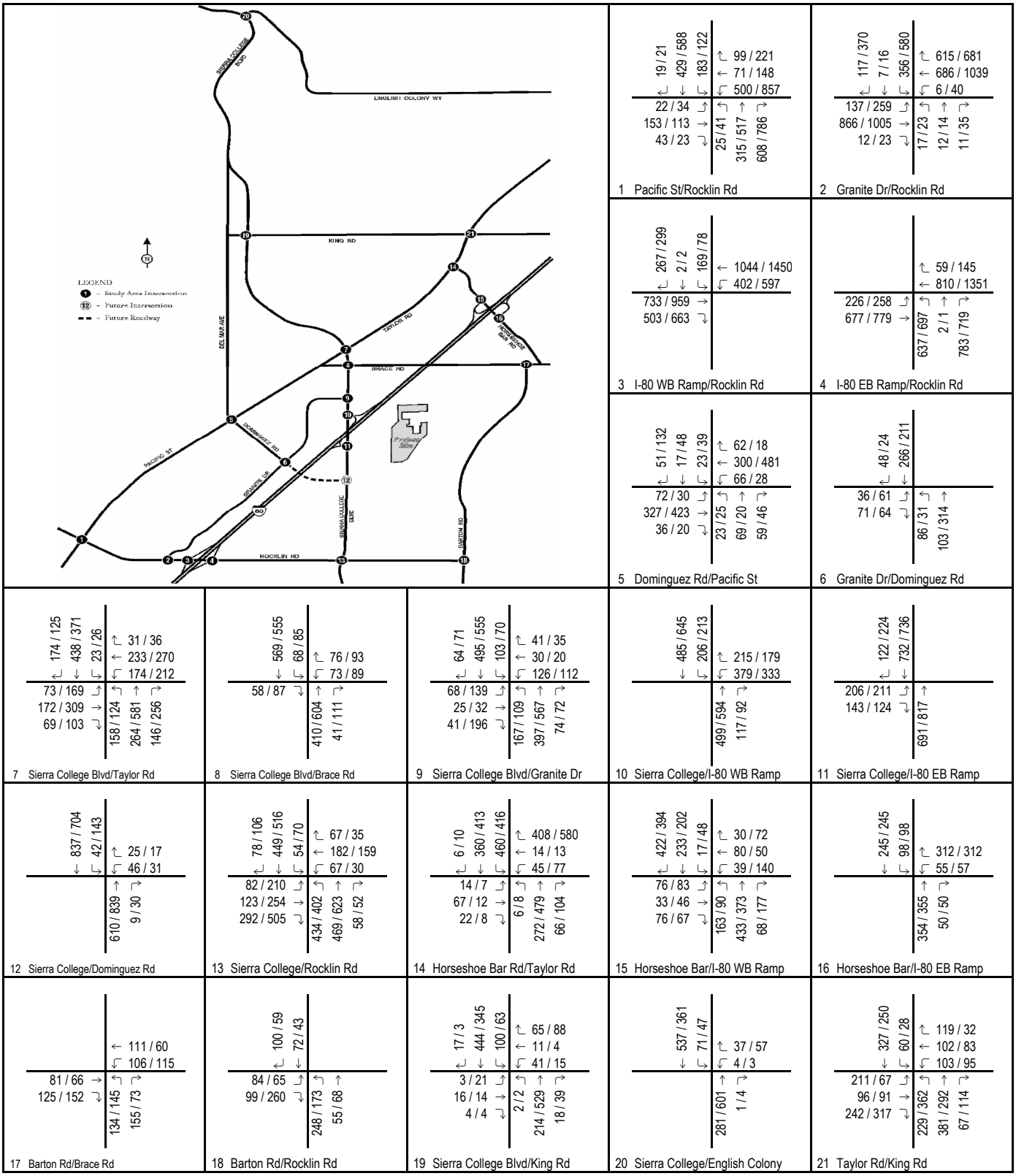


FIGURE 15

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Existing Plus Approved Projects (Baseline) Plus Project Peak Hour Traffic Volumes

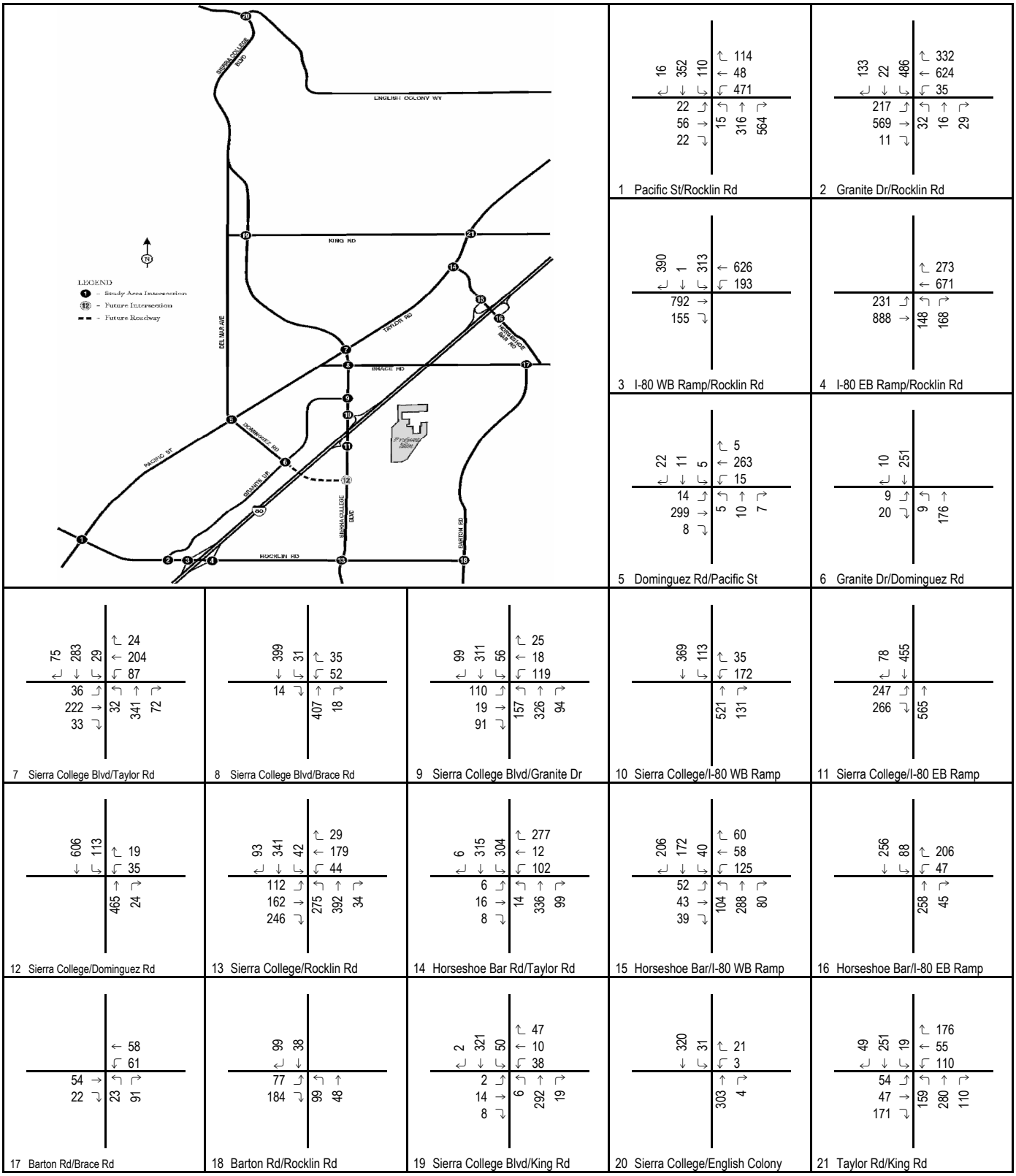


FIGURE 16

Rocklin 60

Existing Plus Approved Projects (Baseline) Plus Project Saturday Peak Hour Traffic Volumes

Table J - Existing Plus Approved Projects (Baseline) Plus Project Condition Intersection Level of Service Summary

		Existing Plus Approved Condition						Existing Plus Approved Plus Project Condition					
		AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	Intersection	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	1.039	F	1.174	F	0.732	C	1.040	F [2]	1.176	F [2]	0.735	C
2	Rocklin Road/Granite Drive	0.558	A	0.929	E	0.656	A	0.559	A	0.929	E [2]	0.657	B
3	Rocklin Road/I-80 Westbound Ramps	0.903	E	1.179	F	0.733	C	0.903	E [2]	1.179	F [2]	0.734	C
4	Rocklin RoadI-80 Eastbound Ramps	0.953	E	1.095	F	0.635	A	0.954	E [2]	1.096	F [2]	0.636	B
5	Dominguez Road/Pacific Street [1]	0.460	A	0.546	A	0.279	A	0.461	A	0.548	A	0.279	A
6	Dominguez Road/Granite Drive [1]	11.8 sec	B	12.2 sec	B	9.9 sec	A	11.9 sec	B	12.2 sec	B	9.9 sec	A
7	Sierra College Boulevard/Taylor Road (Loomis)	0.746	C	0.900	D	0.521	A	0.753	C	0.904	D	0.526	A
8	Sierra College Boulevard/Brace Road (Loomis)	0.520	A	0.633	B	0.356	A	0.525	A	0.643	B	0.365	A
9	Sierra College Boulevard/Granite Drive	0.643	B	0.682	B	0.483	A	0.652	B	0.703	C	0.501	A
10	Sierra College Boulevard/I-80 Westbound Ramps	0.329	A	0.300	A	0.208	A	0.330	A	0.304	A	0.214	A
11	Sierra College Boulevard/I-80 Eastbound Ramps	0.388	A	0.365	A	0.374	A	0.402	A	0.384	A	0.414	A
12	Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	0.225	A	0.332	A	0.218	A
13	Sierra College Boulevard/Rocklin Road [1]	0.793	C	0.962	E	0.626	B	0.799	C	0.966	E [2]	0.638	B
14	Taylor Road/Horseshoe Bar Road (Loomis)	0.924	E	1.109	F	0.694	B	0.926	E [2]	1.111	F [2]	0.696	B
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.456	A	0.434	A	0.363	A	0.456	A	0.434	A	0.363	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps (Loomis)	16.4 sec	C	16.1 sec	C	12.2 sec	B	16.4 sec	C	16.1 sec	C	12.2 sec	B
17	Barton Road/Brace Road [1] (Loomis)	16.2 sec	C	15.2 sec	C	9.5 sec	A	16.4 sec	C	15.3 sec	C	9.5 sec	A
18	Barton Road/Rocklin Road [1] (Loomis)	15.9 sec	C	11.2 sec	B	10.3 sec	B	15.8 sec	C	11.2 sec	B	10.4 sec	B
19	Sierra College Boulevard/King Road [1] (Loomis)	0.450	A	0.555	A	0.349	A	0.451	A	0.556	A	0.350	A
20	Sierra College Boulevard/English Colony Way [1] (Placer County)	11.1 sec	B	14.0 sec	B	10.7 sec	B	11.2 sec	B	14.1 sec	B	10.7 sec	B
21	Taylor Road/King Road [1] (Loomis)	0.761	C	0.725	C	0.409	A	0.764	C	0.726	C	0.492	A

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

[2] Project impact is less than 5% of total intersection V/C or delay and therefore not a significant impact.

Exceeds level of service criteria

(Shade) = Significant Impact

Table K: Existing Plus Approved Projects (Baseline) Plus Project - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Weekday			Saturday		
				Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	Two-lane Collector	15,000	17,200	1.15	F	11,460	0.76	C
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	Two-lane Collector	15,000	11,023	0.73	C	3,770	0.25	A
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	Two-lane Collector	15,000	11,898	0.79	C	6,130	0.41	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	19,479	0.65	B	9,100	0.30	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	25,401	0.85	D	13,340	0.44	A
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	14,639	0.49	A	16,160	0.54	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	Two-lane Collector	15,000	6,696	0.45	A	5,150	0.34	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	Two-lane Collector	15,000	3,524	0.23	A	2,150	0.14	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	Two-lane Collector	15,000	6,141	0.41	A	6,490	0.43	A
Brace Road	I-80 and Barton Road [1] (Loomis)	Two-lane Collector	15,000	4,076	0.27	A	2,000	0.13	A
	I-80 and Sierra College Boulevard [1] (Loomis)	Two-lane Collector	15,000	3,408	0.23	A	560	0.04	A
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	Two-lane Collector	15,000	10,480	0.70	B	7,140	0.48	A
	King Road and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	11,410	0.76	C	7,590	0.51	A
	Taylor Road and I-80	Two-lane Collector	15,000	18,636	1.24	F	9,300	0.62	B
	I-80 and Dominguez Road	Four-lane Undivided Arterial	30,000	14,655	0.49	A	11,850	0.40	A
	Dominguez Road and Rocklin Road [1]	Two-lane Collector	15,000	14,905	0.99	E	11,980	0.80	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	Four-lane Undivided Arterial	30,000	6,338	0.21	A	4,440	0.15	A
	Dominguez Road and Rocklin Road [1]	Four-lane Undivided Arterial	30,000	8,478	0.28	A	7,970	0.27	A
Dominguez Road	Taylor Road and Granite Drive [1]	Two-lane Collector	15,000	2,422	0.16	A	530	0.04	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	Two-lane Collector	15,000	5,610	0.37	A	3,460	0.23	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

- Rocklin Road/Pacific Street
- Rocklin Road/Granite Drive
- Rocklin Road/I-80 Westbound Ramps
- Rocklin Road/I-80 Eastbound Ramps
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)

However, the v/c ratio at the intersections would not be increased by more than 5 percent (0.05) or the LOS would not change one full letter grade with the addition of project traffic. As a result, the project contribution of traffic at these intersections is not considered measurable and would not be considered a significant impact.

As shown in Table K, most of the study area roadway segments are forecast to operate within their daily roadway capacities except for the following three roadway segments:

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Sierra College Boulevard between Brace Road and Granite Road
- Sierra College Boulevard between Dominguez Road and Rocklin Road

Similar to the previous scenarios, these segments will exceed the threshold of daily capacity in the existing plus approved projects (baseline) plus project scenario. However, in both the a.m. and p.m. peak hours, the traffic on all three roadway segments is forecast to operate with satisfactory v/c ratios in both peak hours with project conditions, as shown in Table L.

CUMULATIVE (2025) CONDITIONS

Development of Future Traffic Volumes

Traffic volume data for 2025 conditions were developed using forecasts from the City of Rocklin traffic model. The traffic model is based on the land use and circulation system shown in the City's General Plan. The 2025 projected volumes for this analysis are based on the summary of projections method contained in the adopted General Plan. Base year and future year p.m. peak-hour arterial segment volumes were forecast using the City's model. Turn movements for the p.m. peak hour were postprocessed according to the methodology described below.

Intersection Turning Movements

For passenger vehicles, the base year scenario in the City's traffic model is 2001, and the future year scenario is 2025. The following describes the methodology used to postprocess traffic model volumes to develop a.m. and p.m. peak-hour intersection turn volumes for 2025 conditions:

Table L: Existing plus Approved Projects (Baseline) plus Project Peak Hour Roadway Segment Level of Service Summary

Roadway	Segment	Capacity	Existing + Approved			Existing + Approved + Project		
			Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)							
	A.M. Peak Hour Northbound	1,650	426	0.26	A	427	0.26	A
	A.M. Peak Hour Southbound	1,650	708	0.43	A	711	0.43	A
	Total A.M. Peak Hour	3,300	1,134	0.34	A	1,138	0.34	A
	P.M Peak Hour Northbound	1,650	495	0.30	A	498	0.30	A
	P.M Peak Hour Southbound	1,650	589	0.36	A	591	0.36	A
	Total P.M. Peak Hour	3,300	1,084	0.33	A	1,089	0.33	A
Sierra College Boulevard	Taylor Rd and I-80							
	A.M. Peak Hour Northbound	1,650	655	0.40	A	662	0.40	A
	A.M. Peak Hour Southbound	1,650	616	0.37	A	638	0.39	A
	Total A.M. Peak Hour	3,300	1,271	0.39	A	1,300	0.39	A
	P.M Peak Hour Northbound	1,650	837	0.51	A	863	0.52	A
	P.M Peak Hour Southbound	1,650	733	0.44	A	748	0.45	A
	Total P.M. Peak Hour	3,300	1,570	0.48	A	1,611	0.49	A
Sierra College Boulevard	I-80 to Dominguez Rd							
	A.M. Peak Hour Northbound	1,650	833	0.25	A [1]	883	0.27	A [1]
	A.M. Peak Hour Southbound	1,650	765	0.23	A [1]	897	0.27	A [1]
	Total A.M. Peak Hour	3,300	1,598	0.24	A [1]	1,780	0.27	A [1]
	P.M Peak Hour Northbound	1,650	896	0.27	A [1]	960	0.29	A [1]
	P.M Peak Hour Southbound	1,650	932	0.28	A [1]	1,028	0.31	A [1]
	Total P.M. Peak Hour	3,300	1,828	0.28	A [1]	1,988	0.30	A [1]
Sierra College Boulevard	Dominguez Rd and Rocklin Rd							
	A.M. Peak Hour Northbound	1,650	865	0.52	A	879	0.53	A
	A.M. Peak Hour Southbound	1,650	958	0.58	A	961	0.58	A
	Total A.M. Peak Hour	3,300	1,823	0.55	A	1,840	0.56	A
	P.M Peak Hour Northbound	1,650	1,047	0.63	B	1,051	0.64	B
	P.M Peak Hour Southbound	1,650	1,069	0.65	B	1,077	0.65	B
	Total P.M. Peak Hour	3,300	2,116	0.64	B	2,128	0.64	B

[1] Sierra College Boulevard expansion to four lanes south of I-80 is an approved project

1. The difference between the modeled 2001 and 2025 peak-hour directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded highway network plots. This difference defines growth in traffic over the 24-year period. The incremental growth in peak-period approach and departure volumes between 2001 and 2025 was factored to develop the incremental change in peak-hour volumes. The City's model uses average daily traffic to produce an a.m. peak hour and a p.m. peak-hour assignment.
2. The forecast growth in approach and departure volumes from 2006 to future year 2025 was added to the existing approach and departure volumes, resulting in postprocessed forecast year 2025 approach and departure volumes. Volume development worksheets summarizing the steps are included in Appendix G.
3. Forecast year 2025 turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in the National Cooperative Highway Research Program Report (NCHRP) 255: *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982). NCHRP 255 worksheets are included in Appendix G.

The City's current traffic model is not validated for a.m. peak hour and does not have forecasting capability for the Saturday peak hour. To validate the 2025 model a.m. peak-hour traffic volumes, the existing a.m. peak-hour traffic volumes were compared to the existing p.m. peak-hour traffic volumes, and ratios between the existing a.m. and p.m. peak volume were calculated. These ratios were then applied to the 2025 a.m. peak model numbers. These adjusted 2025 a.m. peak directional arterial traffic volumes were then used in the methodology described above in step 1 to obtain the growth in traffic during the a.m. peak hour. Similarly, to develop future intersection turn movements for the Saturday peak hours, the ratios of the existing p.m. peak to Saturday peak hours were used. These ratios were applied to the postprocessed 2025 no project p.m. peak-hour traffic volumes to determine the 2025 no project Saturday peak-hour traffic volumes. Project trips were then manually added to the study area intersections to determine the 2025 plus project traffic volumes. 2025 traffic volumes were forecast for two roadway networks. The network used for project impact analysis assumes that Dominguez Road terminates at Granite Drive, as in the existing condition, and is referred to as "without Dominguez Road." The alternative network assumes that Dominguez Road is extended east to Sierra College Boulevard. This alternative network is referred to as "with Dominguez Road" and is intended to provide a sensitivity analysis of the effects of extending Dominguez Road. The Dominguez Road extension is in the City's Traffic Impact Fee and Capital Improvement Program and is included in the City's current General Plan although no specific construction date is set. The analysis of "with Dominguez Road" conditions is provided in the Special Issues section.

2025 No Project Without Dominguez Road

Weekday and Saturday peak-hour forecast traffic volumes for the 2025 no project without Dominguez Road scenario are shown in Figures 17 and 18. The LOS for study area intersections and roadway segments are shown in Tables M and N. The 2025 no project without Dominguez Road traffic volume development and LOS worksheets are provided in Appendix G. All 2025 LOS include the roadway improvements assumed in the baseline condition as well as implementation of the City's General Plan roadway system as documented in the City of Rocklin General Plan Circulation Element. The LOS also includes the following improvements to the intersection of Sierra College

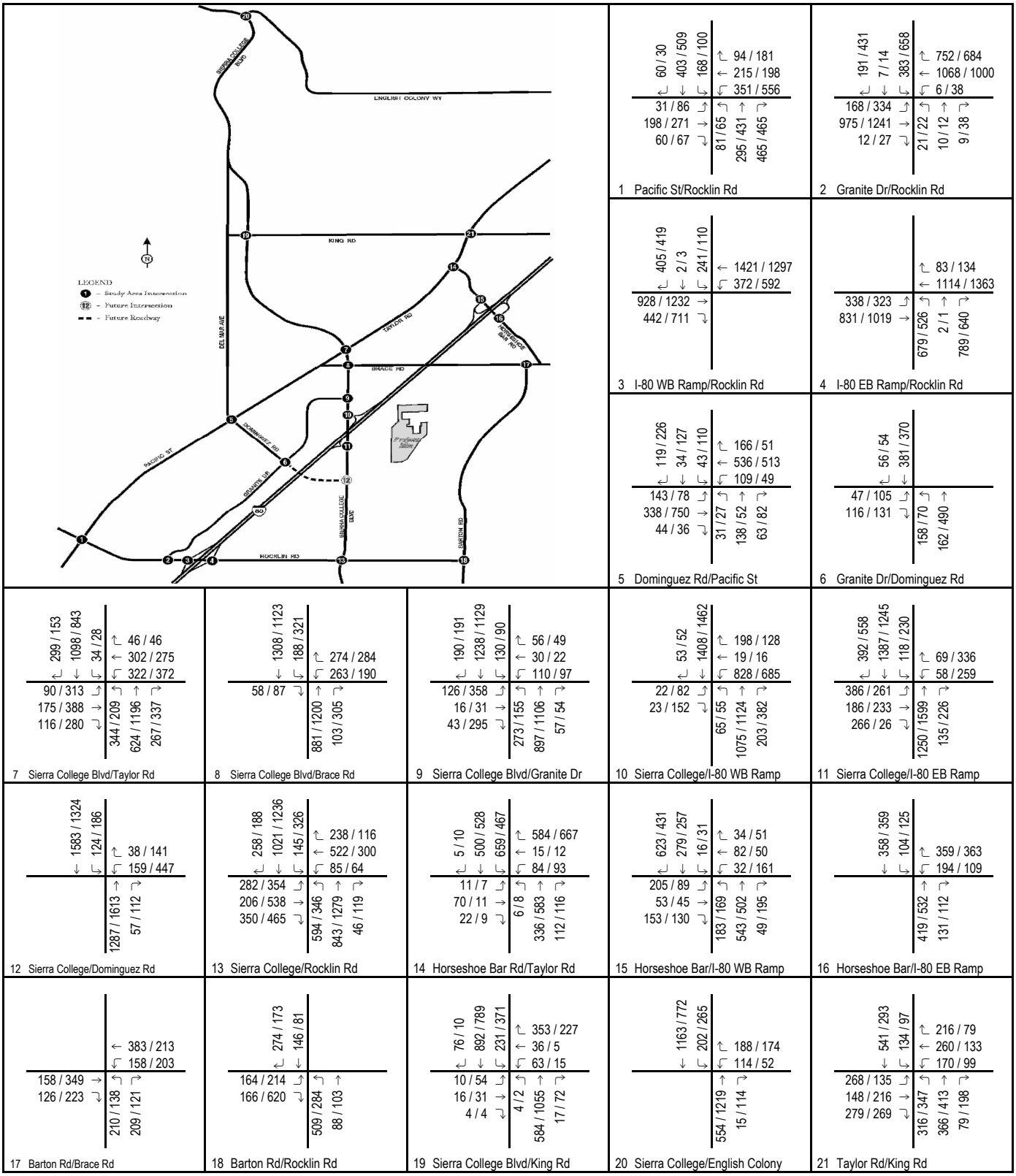


FIGURE 17

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Year 2025 No Project Peak Hour Traffic Volumes - Without Dominguez Road

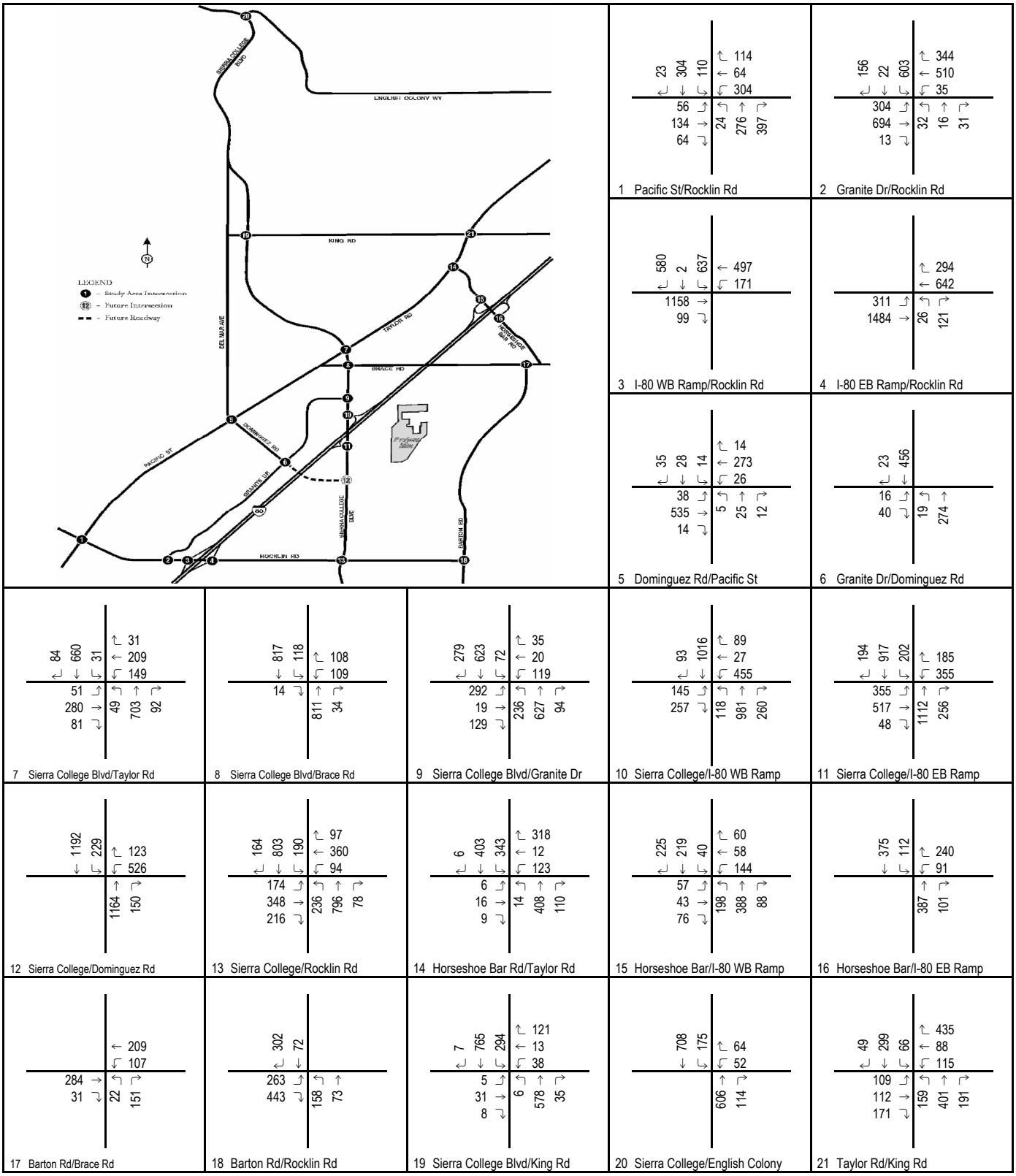


FIGURE 18

Rocklin 60

Year 2025 No Project Saturday Peak Hour Traffic Volumes - Without Dominguez Road

Table M - 2025 No Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary

	Intersection	2025 No Project without Dominguez Road Condition					
		AM Peak Hour		PM Peak Hour		Saturday	
		V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	0.773	C	0.828	D	0.610	B
2	Rocklin Road/Granite Drive	0.682	B	0.956	E	0.697	B
3	Rocklin Road/I-80 Westbound Ramps	0.872	D	1.211	F	1.022	F
4	Rocklin RoadI-80 Eastbound Ramps	1.035	F	1.052	F	0.652	B
5	Dominguez Road/Pacific Street [1]	0.577	A	0.764	C	0.436	A
6	Dominguez Road/Granite Drive [1]	13.1 sec	B	15.4 sec	C	11.4 sec	B
7	Sierra College Boulevard/Taylor Road (Loomis)	1.011	F	1.011	F	0.635	B
8	Sierra College Boulevard/Brace Road (Loomis)	0.587	A	0.777	C	0.396	A
9	Sierra College Boulevard/Granite Drive	0.677	B	0.729	C	0.646	B
10	Sierra College Boulevard/I-80 Westbound Ramps	0.710	C	0.704	C	0.671	B
11	Sierra College Boulevard/I-80 Eastbound Ramps	0.722	C	0.773	C	0.773	C
12	Sierra College Boulevard/Dominguez Road	0.463	A	0.707	C	0.711	C
13	Sierra College Boulevard/Rocklin Road [1]	0.874	D	0.804	D	0.580	A
14	Taylor Road/Horseshoe Bar Road (Loomis)	1.135	F	1.227	F	0.803	D
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.549	A	0.506	A	0.464	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps [2] (Loomis)	30.2 sec	D	27.7 sec	D	17.3 sec	C
17	Barton Road/Brace Road [12] (Loomis)	83.7 sec	F	66.2 sec	F	12.8 sec	B
18	Barton Road/Rocklin Road [12] (Loomis)	300.1 sec	F	27.3 sec	D	23.6 sec	C
19	Sierra College Boulevard/King Road [1] (Loomis)	0.697	B	0.867	D	0.563	A
20	Sierra College Boulevard/English Colony Way [12] (Placer County)	301.4 sec	F	833.6 sec	F	46.9 sec	E
21	Taylor Road/King Road [1] (Loomis)	0.968	E	0.627	B	0.726	C

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

[2] Peak Hour volumes meet Signal Warrant #3 of the MUTCD

[*] Delay exceeds 1000 seconds

☐ Exceeds level of service criteria

Table N: 2025 No Project Without Dominguez Road - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Capacity	Volume	Capacity Configuration	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	15,000	20,409	Two-lane Collector	1.36	F
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	15,000	15,421	Two-lane Collector	1.03	F
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	30,000	18,205	Four-lane Undivided Arterial	0.61	B
	Dominguez Road and Rocklin Road [1]	30,000	22,365	Four-lane Undivided Arterial	0.75	C
Rocklin Road	Pacific Street and Granite Drive	30,000	37,834	Four-lane Undivided Arterial	1.26	F
	I-80 and Sierra College Boulevard	30,000	17,966	Four-lane Undivided Arterial	0.60	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	30,000	15,451	Four-lane Undivided Arterial	0.52	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	15,000	6,952	Two-lane Collector	0.46	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	15,000	10,033	Two-lane Collector	0.67	B
Brace Road	I-80 and Barton Road [1] (Loomis)	15,000	9,834	Two-lane Collector	0.66	B
	I-80 and Sierra College Boulevard [1] (Loomis)	15,000	9,202	Two-lane Collector	0.61	B
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	30,000	24,674	Four-lane Undivided Arterial	0.82	D
	King Road and Taylor Road [1] (Loomis)	30,000	23,522	Four-lane Undivided Arterial	0.78	C
	Taylor Road and I-80	50,525	36,020	Six-lane Arterial	0.71	C
	I-80 and Dominguez Road	50,525	34,944	Six-lane Arterial	0.69	B
	Dominguez Road and Rocklin Road [1]	50,525	36,188	Six-lane Arterial	0.72	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	30,000	11,377	Four-lane Undivided Arterial	0.38	A
	Dominguez Road and Rocklin Road [1]	30,000	14,048	Four-lane Undivided Arterial	0.47	A
Dominguez Road	Taylor Road and Granite Drive [1]	15,000	5,042	Two-lane Collector	0.34	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	15,000	7,037	Two-lane Collector	0.47	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan

Boulevard/Rocklin Road, planned as part of the Sierra College Boulevard widening project: (1) Northbound – addition of a second left, third through, and exclusive right turn lanes; (2) Southbound – addition of a third through and exclusive right turn lanes; and (3) Westbound – addition of a second left and second through lanes. The 2025 intersection geometrics and traffic control are shown in Figure 19.

As shown in Table M, the following twelve intersections are forecast to operate at unsatisfactory LOS in the 2025 no project without Dominguez Road scenario:

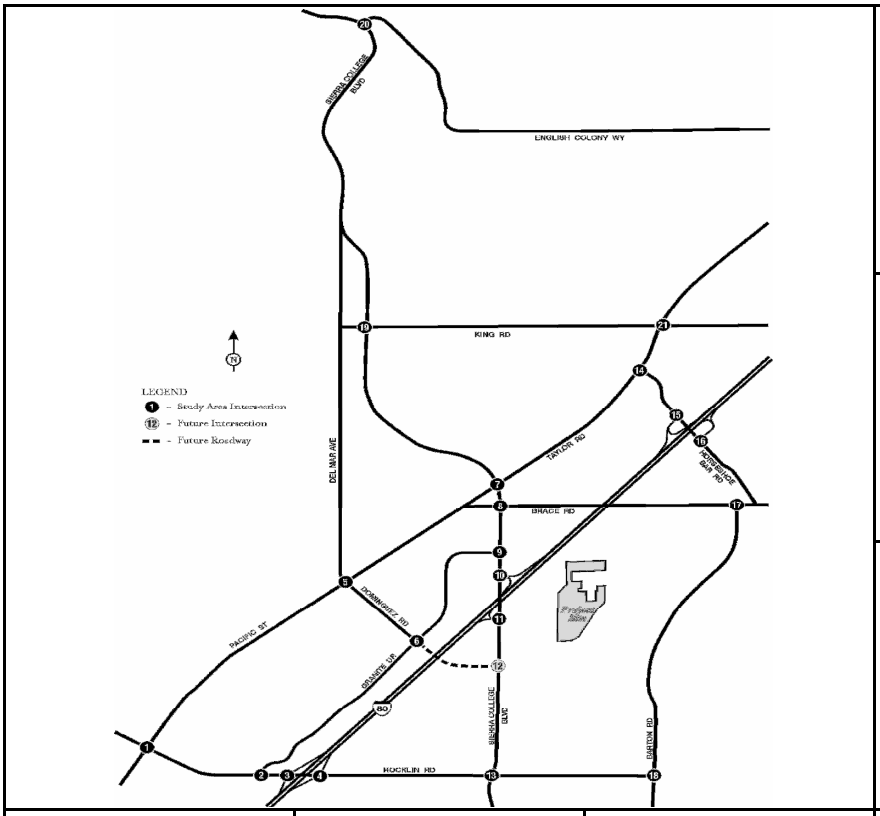
- Rocklin Road/Pacific Street
- Rocklin Road/Granite Drive
- Rocklin Road/I-80 Westbound Ramps
- Rocklin Road/I-80 Eastbound Ramps
- Sierra College Boulevard/Taylor Road
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Barton Road/Brace Road (Loomis)
- Barton Road/Rocklin Road (Loomis)
- Sierra College Boulevard/King Road (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

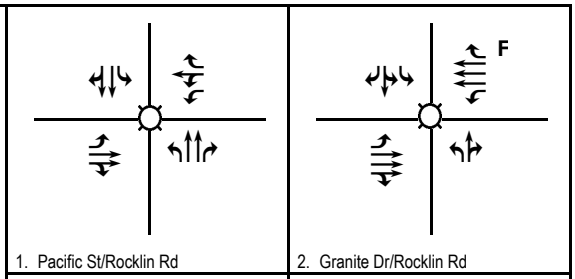
The results of the roadway analysis as shown in Table N indicate that most of the study area roadway segments are forecast to operate within their daily roadway capacities with the exception of the following three segments:

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Taylor Road between Horseshoe Bar Road and Sierra College Boulevard (Loomis)
- Rocklin Road between Pacific Street and Granite Drive

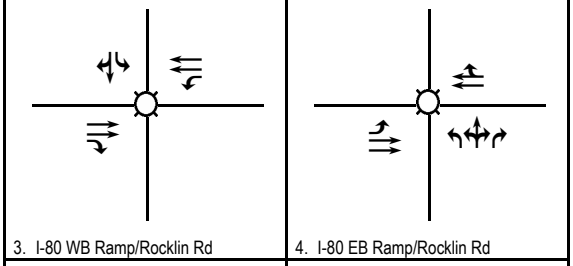
2025 Plus Project Without Dominguez Road

Traffic volumes generated by the proposed project were added to the 2025 no project traffic volumes and LOS were calculated for the 2025 plus project scenario. Weekday and Saturday peak-hour forecast traffic volumes for the 2025 plus project without Dominguez Road scenario are shown in Figures 20 and 21. The LOS for study area intersections and roadway segments in the 2025 plus project without Dominguez Road scenario is shown in Tables O and P. The 2025 plus project LOS worksheets are provided in Appendix H.

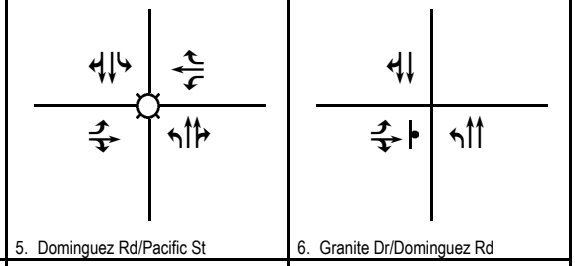



1. Pacific St/Rocklin Rd

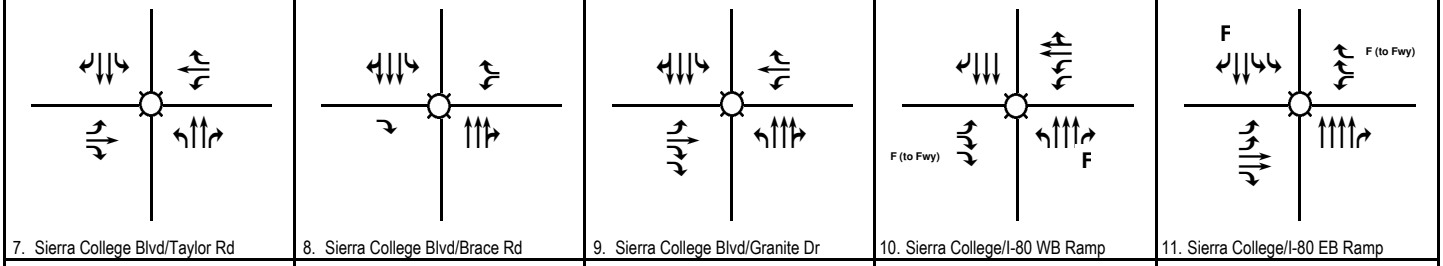
2. Granite Dr/Rocklin Rd


3. I-80 WB Ramp/Rocklin Rd

4. I-80 EB Ramp/Rocklin Rd


5. Dominguez Rd/Pacific St

6. Granite Dr/Dominguez Rd

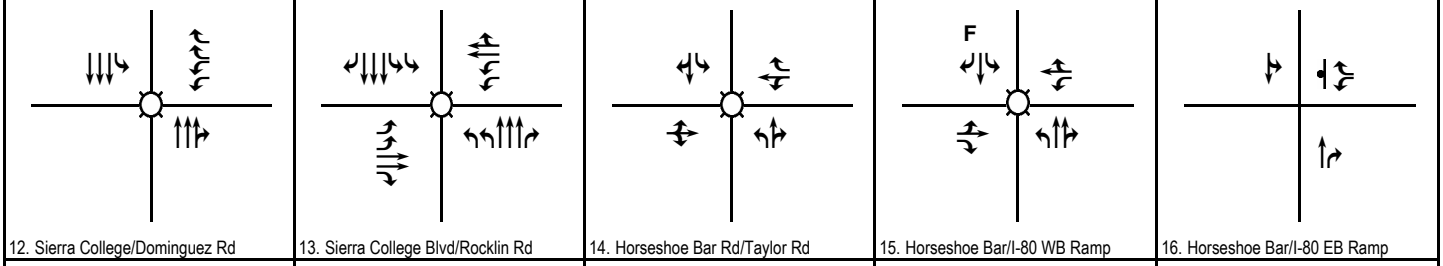

7. Sierra College Blvd/Taylor Rd

8. Sierra College Blvd/Brace Rd

9. Sierra College Blvd/Granite Dr

10. Sierra College/I-80 WB Ramp

11. Sierra College/I-80 EB Ramp

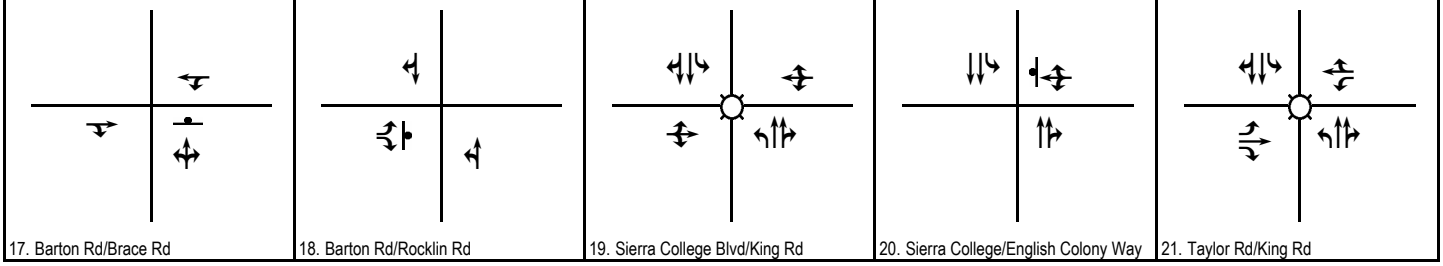

12. Sierra College/Dominguez Rd

13. Sierra College Blvd/Rocklin Rd

14. Horseshoe Bar Rd/Taylor Rd

15. Horseshoe Bar/I-80 WB Ramp

16. Horseshoe Bar/I-80 EB Ramp


17. Barton Rd/Brace Rd

18. Barton Rd/Rocklin Rd

19. Sierra College Blvd/King Rd

20. Sierra College/English Colony Way

21. Taylor Rd/King Rd

LSA

FIGURE 19

Legend

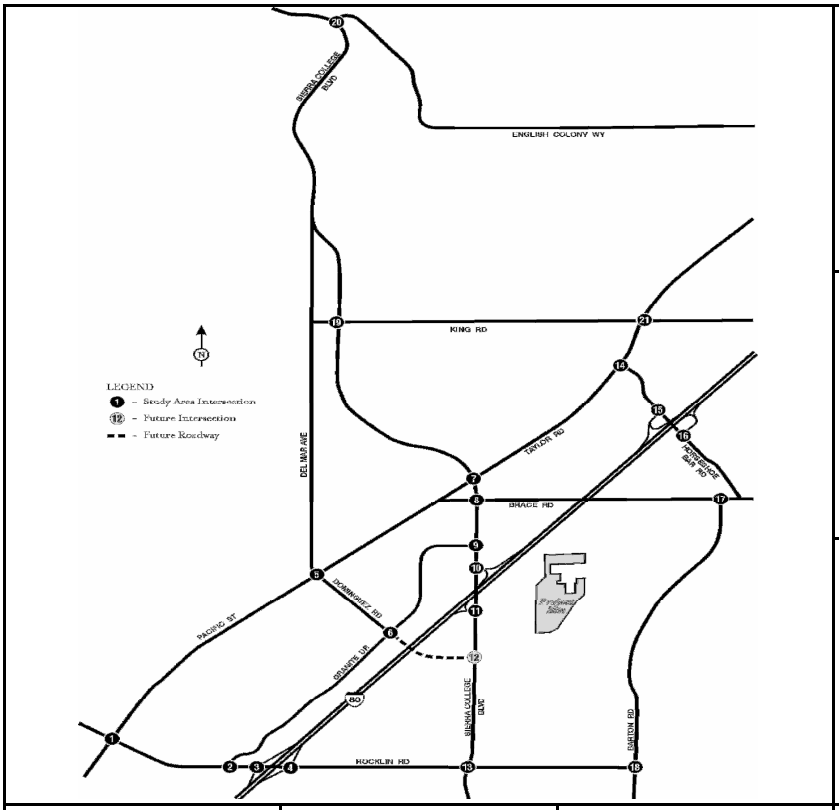
Signal

Stop Sign

F Free Right Turn

Rocklin 60

Year 2025 Geometrics and Traffic Control



1 Pacific St/Rocklin Rd

60 / 30	403 / 509	168 / 100
31 / 86		94 / 181
198 / 271		215 / 198
60 / 67		353 / 557
	81 / 65	
	295 / 431	
	466 / 467	

2 Granite Dr/Rocklin Rd

191 / 431	7 / 14	383 / 659
168 / 334		753 / 685
976 / 1243		1070 / 1001
12 / 27		6 / 38
	21 / 22	
	10 / 12	
	9 / 38	

3 I-80 WB Ramp/Rocklin Rd

405 / 419	2 / 3	241 / 110
		1424 / 1299
		372 / 592
929 / 1235		
442 / 711		

4 I-80 EB Ramp/Rocklin Rd

		83 / 134
		1117 / 1365
338 / 323		
832 / 1022		
	679 / 526	
	2 / 1	
	789 / 640	

5 Dominguez Rd/Pacific St

119 / 226	34 / 128	43 / 111
143 / 78		167 / 51
338 / 750		536 / 513
44 / 36		109 / 49
	31 / 27	
	139 / 52	
	63 / 82	

6 Granite Dr/Dominguez Rd

57 / 54	382 / 371	
47 / 106		
116 / 131		
	158 / 70	
	162 / 491	

7 Sierra College Blvd/Taylor Rd

299 / 153	1099 / 846	34 / 28
90 / 313		46 / 46
175 / 388		302 / 275
118 / 286		323 / 377
	349 / 212	
	627 / 1198	
	271 / 340	

8 Sierra College Blvd/Brace Rd

1312 / 1137		188 / 321
58 / 87		274 / 284
		264 / 195
	893 / 1208	
	107 / 307	

9 Sierra College Blvd/Granite Dr

190 / 191	1243 / 1148	130 / 90
126 / 358		56 / 49
16 / 31		30 / 22
45 / 302		110 / 97
	279 / 159	
	913 / 1116	
	57 / 54	

10 Sierra College/I-80 WB Ramp

53 / 52	1415 / 1487	
22 / 82		198 / 128
23 / 152		19 / 16
		830 / 692
	65 / 55	
	1097 / 1138	
	241 / 407	

11 Sierra College/I-80 EB Ramp

392 / 558	1396 / 1277	118 / 230
386 / 261		69 / 336
186 / 233		58 / 259
279 / 69		
	1316 / 1642	
	135 / 226	

12 Sierra College/Dominguez Rd

1583 / 1324		146 / 260
		40 / 142
		178 / 459
	1290 / 1623	
	60 / 122	

13 Sierra College/Rocklin Rd

266 / 193	1028 / 1241	148 / 328
285 / 363		239 / 119
206 / 538		522 / 300
350 / 465		85 / 64
	594 / 346	
	845 / 1287	
	46 / 119	

14 Horseshoe Bar Rd/Taylor Rd

5 / 10	501 / 531	659 / 467
11 / 7		584 / 667
70 / 11		15 / 12
22 / 9		84 / 93
	6 / 8	
	339 / 585	
	112 / 116	

15 Horseshoe Bar/I-80 WB Ramp

623 / 431	279 / 257	16 / 31
205 / 89		34 / 51
53 / 45		82 / 50
153 / 130		32 / 161
	183 / 169	
	543 / 502	
	49 / 195	

16 Horseshoe Bar/I-80 EB Ramp

358 / 359		104 / 125
		359 / 363
		194 / 109
	419 / 532	
	131 / 112	

17 Barton Rd/Brace Rd

		384 / 215
		158 / 203
160 / 350		
127 / 223		
	210 / 139	
	209 / 121	

18 Barton Rd/Rocklin Rd

274 / 174		146 / 81
165 / 214		
168 / 621		
	510 / 286	
	88 / 103	

19 Sierra College Blvd/King Rd

76 / 10	893 / 792	231 / 371
10 / 54		353 / 227
16 / 31		36 / 5
4 / 4		63 / 15
	4 / 2	
	587 / 1057	
	17 / 72	

20 Sierra College/English Colony

1164 / 775	202 / 265	
		188 / 174
		114 / 52
	557 / 1221	
	15 / 114	

21 Taylor Rd/King Rd

542 / 296	134 / 97	
		216 / 79
		260 / 133
		170 / 99
268 / 135		
148 / 216		
279 / 269		
	316 / 347	
	369 / 415	
	79 / 198	

FIGURE 20

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Year 2025 Plus Project Peak Hour Traffic Volumes - Without Dominguez Road

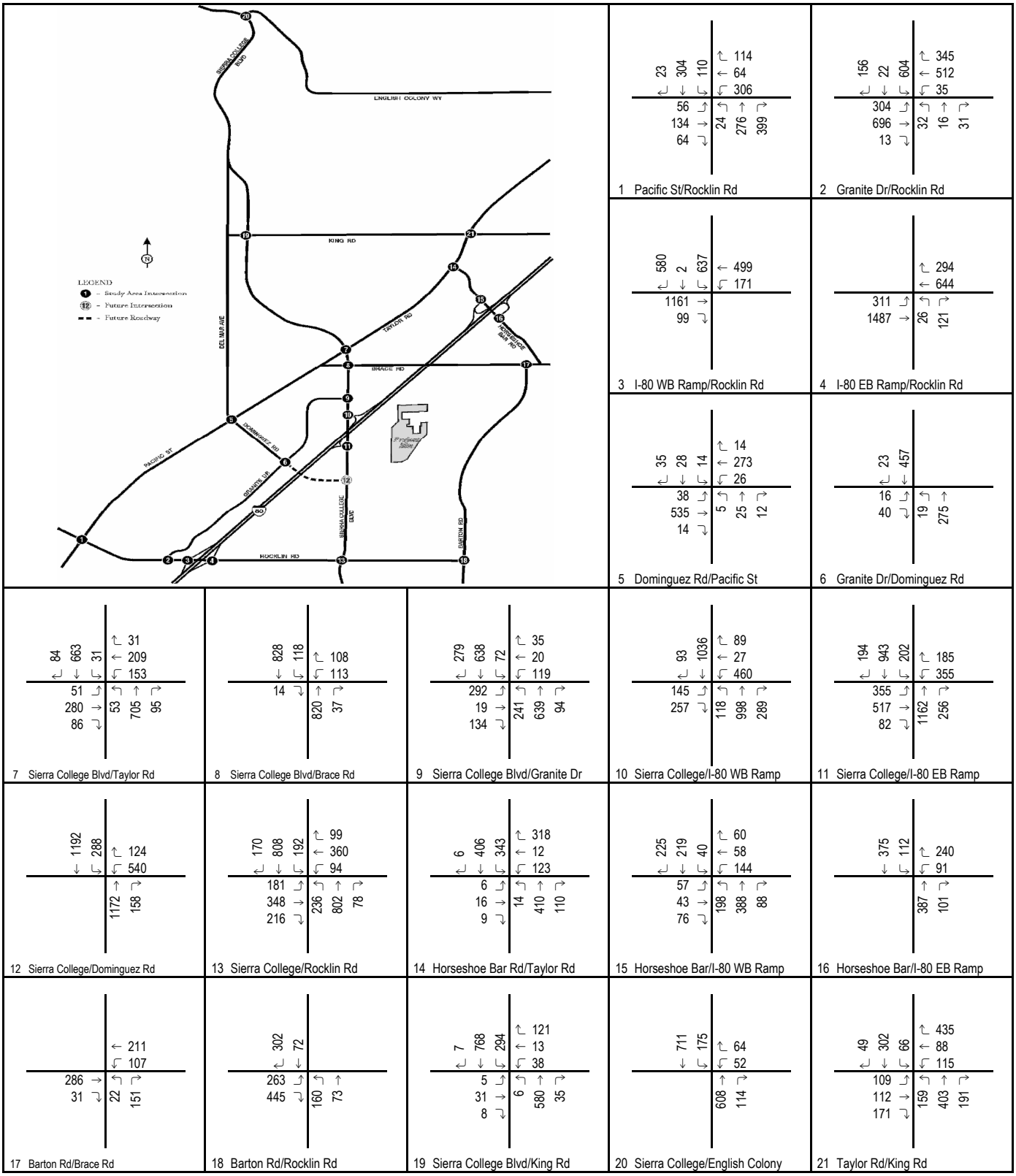


FIGURE 21

Rocklin 60

Year 2025 Plus Project Saturday Peak Hour Traffic Volumes - Without Dominguez Road

Table O - 2025 Plus Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary

		2025 No Project without Dominguez Road Condition						2025 Plus Project without Dominguez Road Condition					
		AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	Intersection	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	0.773	C	0.828	D	0.610	B	0.774	C	0.830	D [2]	0.612	B
2	Rocklin Road/Granite Drive	0.682	B	0.956	E	0.697	B	0.682	B	0.957	E [2]	0.698	B
3	Rocklin Road/I-80 Westbound Ramps	0.872	D	1.211	F	1.022	F	0.873	D	1.211	F [2]	1.023	F [2]
4	Rocklin RoadI-80 Eastbound Ramps	1.035	F	1.052	F	0.652	B	1.036	F [2]	1.053	F [2]	0.653	B
5	Dominguez Road/Pacific Street [1]	0.577	A	0.764	C	0.436	A	0.578	A	0.764	C	0.436	A
6	Dominguez Road/Granite Drive [1]	13.1 sec	B	15.4 sec	C	11.4 sec	B	13.1 sec	B	15.5 sec	C	11.5 sec	B
7	Sierra College Boulevard/Taylor Road (Loomis)	1.011	F	1.011	F	0.635	B	1.016	F [2]	1.012	F [2]	0.640	B
8	Sierra College Boulevard/Brace Road (Loomis)	0.587	A	0.777	C	0.396	A	0.592	A	0.778	C	0.401	A
9	Sierra College Boulevard/Granite Drive	0.677	B	0.729	C	0.646	B	0.683	B	0.736	C	0.653	B
10	Sierra College Boulevard/I-80 Westbound Ramps	0.710	C	0.704	C	0.671	B	0.712	C	0.712	C	0.678	B
11	Sierra College Boulevard/I-80 Eastbound Ramps	0.722	C	0.773	C	0.773	C	0.734	C	0.785	C	0.782	C
12	Sierra College Boulevard/Dominguez Road	0.463	A	0.707	C	0.711	C	0.487	A	0.768	C	0.762	C
13	Sierra College Boulevard/Rocklin Road [1]	0.874	D	0.804	D	0.580	A	0.878	D [2]	0.807	D [2]	0.585	A
14	Taylor Road/Horseshoe Bar Road (Loomis)	1.135	F	1.227	F	0.803	D	1.137	F [2]	1.228	F [2]	0.805	D
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.549	A	0.506	A	0.464	A	0.549	A	0.506	A	0.464	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps [3] (Loomis)	30.2 sec	D	27.7 sec	D	17.3 sec	C	30.2 sec	D	27.7 sec	D	17.3 sec	C
17	Barton Road/Brace Road [13] (Loomis)	83.7 sec	F	66.2 sec	F	12.8 sec	B	85.2 sec	F [2]	68.0 sec	F [2]	12.8 sec	B
18	Barton Road/Rocklin Road [13] (Loomis)	300.1 sec	F	27.3 sec	D	23.6 sec	C	304.7 sec	F [2]	27.6 sec	D [2]	23.9 sec	C
19	Sierra College Boulevard/King Road [1] (Loomis)	0.697	B	0.867	D	0.563	A	0.698	B	0.868	D [2]	0.564	A
20	Sierra College Boulevard/English Colony Way [13] (Placer County)	301.4 sec	F	833.6 sec	F	46.9 sec	E	305.0 sec	F [2]	840.9 sec	F [2]	47.3 sec	E [2]
21	Taylor Road/King Road [1] (Loomis)	0.968	E	0.627	B	0.726	C	0.968	E [2]	0.628	B	0.727	C

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

[2] Project impact is less than 5% of total intersection V/C or delay and therefore not a significant impact.

[3] Peak Hour volumes meet Signal Warrant #3 of the MUTCD

[*] Delay exceeds 1000 seconds

☐ Exceeds level of service criteria

▒ (Shade) = Significant Impact

Table P: 2025 Plus Project Without Dominguez Road - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Capacity	Volume	Capacity Configuration	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	15,000	20,459	Two-lane Collector	1.36	F
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	15,000	15,471	Two-lane Collector	1.03	F
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	30,000	18,235	Four-lane Undivided Arterial	0.61	B
	Dominguez Road and Rocklin Road [1]	30,000	22,385	Four-lane Undivided Arterial	0.75	C
Rocklin Road	Pacific Street and Granite Drive	30,000	37,864	Four-lane Undivided Arterial	1.26	F
	I-80 and Sierra College Boulevard	30,000	18,006	Four-lane Undivided Arterial	0.60	B
	Sierra College Boulevard and Barton Road [1] (Loomis)	30,000	15,501	Four-lane Undivided Arterial	0.52	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	15,000	6,962	Two-lane Collector	0.46	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	15,000	10,033	Two-lane Collector	0.67	B
Brace Road	I-80 and Barton Road [1] (Loomis)	15,000	9,864	Two-lane Collector	0.66	B
	I-80 and Sierra College Boulevard [1] (Loomis)	15,000	9,202	Two-lane Collector	0.61	B
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	30,000	24,724	Four-lane Undivided Arterial	0.82	D
	King Road and Taylor Road [1] (Loomis)	30,000	23,682	Four-lane Undivided Arterial	0.79	C
	Taylor Road and I-80	50,525	36,360	Six-lane Arterial	0.72	C
	I-80 and Dominguez Road	50,525	35,494	Six-lane Arterial	0.70	B
	Dominguez Road and Rocklin Road [1]	50,525	36,348	Six-lane Arterial	0.72	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	30,000	11,387	Four-lane Undivided Arterial	0.38	A
	Dominguez Road and Rocklin Road [1]	30,000	14,068	Four-lane Undivided Arterial	0.47	A
Dominguez Road	Taylor Road and Granite Drive [1]	15,000	5,042	Two-lane Collector	0.34	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	15,000	7,037	Two-lane Collector	0.47	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan

As shown in Table O, the following 12 intersections that were forecast to operate with unsatisfactory LOS in the no project scenario would continue to operate with unsatisfactory LOS in the 2025 plus project without Dominguez Road scenario:

- Rocklin Road/Pacific Street
- Rocklin Road/Granite Drive
- Rocklin Road/I-80 Westbound Ramps
- Rocklin Road/I-80 Eastbound Ramps
- Sierra College Boulevard/Taylor Road
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Barton Road/Brace Road (Loomis)
- Barton Road/Rocklin Road (Loomis)
- Sierra College Boulevard/King Road (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

As shown in Table O, the v/c ratio at the intersections would not be significantly affected by the addition of project traffic because the total project contribution would not exceed 5 percent of the total traffic volume at the intersection or the LOS would not change one full letter grade. As a result, the project contribution of traffic at these intersections is not considered measurable and would not be considered a significant impact.

As shown in Table P, the results of the roadway segment analysis indicate that the following three roadway segments that were forecast to operate with unsatisfactory LOS in the without project scenario would continue to operate with unsatisfactory LOS in the 2025 plus project without Dominguez Road scenario:

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Taylor Road between Horseshoe Bar Road and Sierra College Boulevard (Loomis)
- Rocklin Road between Pacific Street and Granite Drive

Comparison of the no project and with project v/c ratios shows no change in the three affected roadway segments. As a result, the addition of project traffic is not considered measurable and would not cause a significant impact.

SPECIAL ISSUES

Dominguez Road Sensitivity Analysis

An analysis of forecast year 2025 traffic volumes was prepared assuming that Dominguez Road is extended east to Sierra College Boulevard. This alternative network is referred to as "with Dominguez Road" and is intended to provide a sensitivity analysis of the effects of extending Dominguez Road.

2025 No Project with Dominguez Road. Weekday and Saturday peak-hour forecast traffic volumes for the 2025 no project with Dominguez Road scenario are shown in Figures 22 and 23. The LOS for study area intersections and roadway segments are shown in Tables Q and R. The 2025 no project with Dominguez Road traffic volume development and LOS worksheets are provided in Appendix I.

As shown in Table Q, the following fifteen intersections are forecast to operate at unsatisfactory LOS in the 2025 no project with Dominguez Road condition:

- Rocklin Road/Pacific Street
- Rocklin Road/Granite Drive
- Rocklin Road/I-80 Westbound Ramps
- Rocklin Road/I-80 Eastbound Ramps
- Dominguez Road/Pacific Street
- Dominguez Road/Granite Drive
- Sierra College Boulevard/Taylor Road (Loomis)
- Sierra College Boulevard/Dominguez Road
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Barton Road/Brace Road (Loomis)
- Barton Road/Rocklin Road (Loomis)
- Sierra College Boulevard/King Road (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

As shown in Table R, the results of the roadway segment analysis indicate that most of the study area roadway segments are forecast to operate within their daily roadway capacities except for the following four segments:

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Taylor Road between Horseshoe Bar Road and Sierra College Boulevard (Loomis)

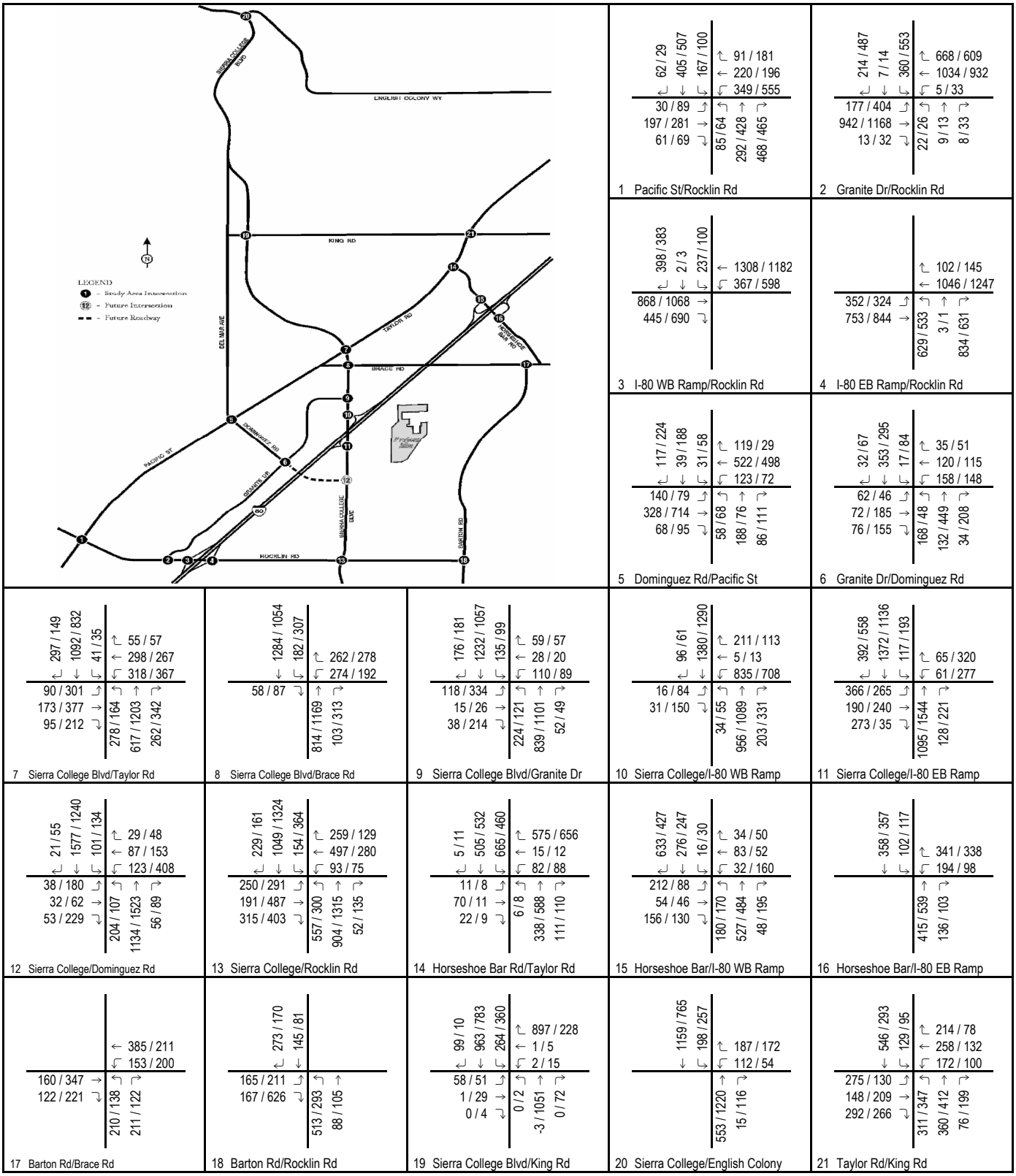


FIGURE 22

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Year 2025 No Project Peak Hour Traffic Volumes - With Dominguez Road

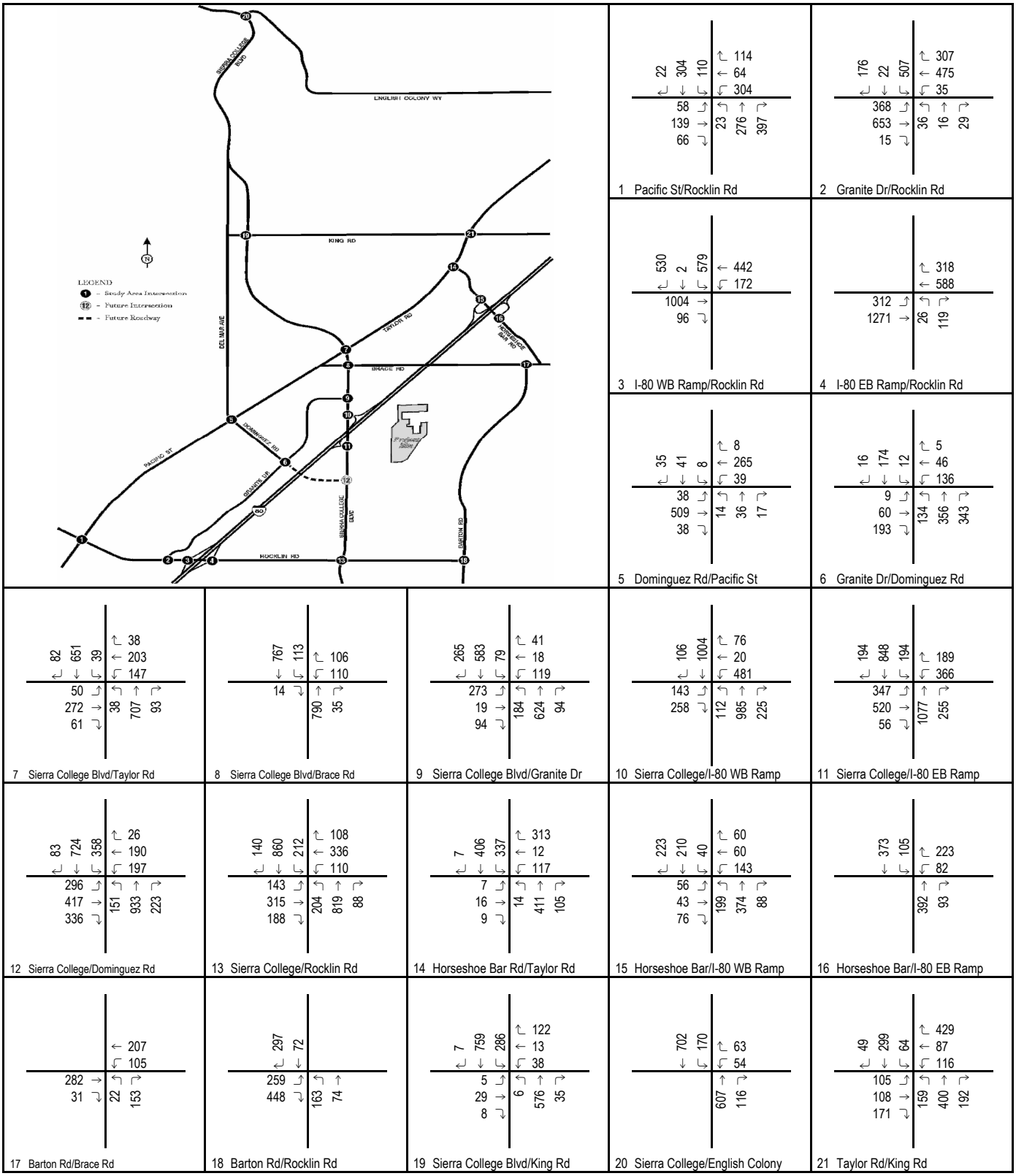


FIGURE 23

Rocklin 60

Year 2025 No Project Saturday Peak Hour Traffic Volumes - With Dominguez Road

Table Q - 2025 No Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary

	Intersection	2025 No Project with Dominguez Road Condition					
		AM Peak Hour		PM Peak Hour		Saturday	
		V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	0.775	C	0.831	D	0.612	B
2	Rocklin Road/Granite Drive	0.676	B	1.020	F	0.691	B
3	Rocklin Road/I-80 Westbound Ramps	0.851	D	1.175	F	0.929	E
4	Rocklin RoadI-80 Eastbound Ramps	1.027	F	1.016	F	0.642	B
5	Dominguez Road/Pacific Street [1]	0.582	A	0.823	D	0.451	A
6	Dominguez Road/Granite Drive [12]	50.4 sec	F	*	F	80.6 sec	F
7	Sierra College Boulevard/Taylor Road (Loomis)	0.956	E	1.004	F	0.635	B
8	Sierra College Boulevard/Brace Road (Loomis)	0.575	A	0.757	C	0.388	A
9	Sierra College Boulevard/Granite Drive	0.633	B	0.672	B	0.589	A
10	Sierra College Boulevard/I-80 Westbound Ramps	0.681	B	0.673	B	0.661	B
11	Sierra College Boulevard/I-80 Eastbound Ramps	0.719	C	0.725	C	0.729	C
12	Sierra College Boulevard/Dominguez Road	0.552	A	0.796	C	1.040	F
13	Sierra College Boulevard/Rocklin Road [1]	0.852	D	0.787	C	0.575	A
14	Taylor Road/Horseshoe Bar Road (Loomis)	1.133	F	1.215	F	0.795	C
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.551	A	0.499	A	0.457	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps [2] (Loomis)	29.4 sec	D	25.3 sec	D	16.5 sec	C
17	Barton Road/Brace Road [12] (Loomis)	80.6 sec	F	63.2 sec	F	12.7 sec	B
18	Barton Road/Rocklin Road [12] (Loomis)	312.2 sec	F	28.2 sec	D	23.7 sec	C
19	Sierra College Boulevard/King Road [1] (Loomis)	0.697	B	0.856	D	0.558	A
20	Sierra College Boulevard/English Colony Way [12] (Placer County)	280.1 sec	F	822.7 sec	F	47.4 sec	E
21	Taylor Road/King Road [1] (Loomis)	0.968	E	0.625	B	0.716	C

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

[2] Peak Hour volumes meet Signal Warrant #3 of the MUTCD

* Delay exceeds 1000 seconds

☐ Exceeds level of service criteria

Table R: 2025 No Project With Dominguez Road - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Capacity	Volume	Capacity Configuration	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	15,000	20,364	Two-lane Collector	1.36	F
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	15,000	15,480	Two-lane Collector	1.03	F
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	30,000	16,946	Four-lane Undivided Arterial	0.56	A
	Dominguez Road and Rocklin Road [1]	30,000	22,649	Four-lane Undivided Arterial	0.75	C
Rocklin Road	Pacific Street and Granite Drive	30,000	37,837	Four-lane Undivided Arterial	1.26	F
	I-80 and Sierra College Boulevard	30,000	14,796	Four-lane Undivided Arterial	0.49	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	30,000	15,666	Four-lane Undivided Arterial	0.52	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	15,000	6,872	Two-lane Collector	0.46	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	15,000	9,958	Two-lane Collector	0.66	B
Brace Road	I-80 and Barton Road [1] (Loomis)	15,000	9,795	Two-lane Collector	0.65	B
	I-80 and Sierra College Boulevard [1] (Loomis)	15,000	9,161	Two-lane Collector	0.61	B
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	30,000	24,682	Four-lane Undivided Arterial	0.82	D
	King Road and Taylor Road [1] (Loomis)	30,000	23,610	Four-lane Undivided Arterial	0.79	C
	Taylor Road and I-80	50,525	35,053	Six-lane Arterial	0.69	B
	I-80 and Dominguez Road	50,525	33,796	Six-lane Arterial	0.67	B
	Dominguez Road and Rocklin Road [1]	50,525	37,708	Six-lane Arterial	0.75	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	30,000	9,220	Four-lane Undivided Arterial	0.31	A
	Dominguez Road and Rocklin Road [1]	30,000	13,359	Four-lane Undivided Arterial	0.45	A
Dominguez Road	Taylor Road and Granite Drive [1]	15,000	7,378	Two-lane Collector	0.49	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	15,000	7,019	Two-lane Collector	0.47	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan

- Rocklin Road between Pacific Street and Granite Drive
- Sierra College Boulevard between English Colony Way and King Road (Placer County)

2025 Plus Project With Dominguez Road. Traffic volumes generated by the proposed project were added to the 2025 no project traffic volumes and LOS were calculated for the 2025 plus project with Dominguez Road scenario. Weekday and Saturday peak-hour forecast traffic volumes for the 2025 plus project with Dominguez Road scenario are shown in Figures 24 and 25. The LOS for study area intersections and roadway segments in the 2025 plus project with Dominguez Road scenario is shown in Tables S and T. The 2025 plus project with Dominguez Road LOS worksheets are provided in Appendix J.

As shown in Table S, the following fifteen intersections are forecast to continue to operate at unsatisfactory LOS in the 2025 plus project with Dominguez Road scenario:

- Rocklin Road/Pacific Street
- Rocklin Road/Granite Drive
- Rocklin Road/I-80 Westbound Ramps
- Rocklin Road/I-80 Eastbound Ramps
- Dominguez Road/Pacific Street
- Dominguez Road/Granite Drive
- Sierra College Boulevard/Taylor Road (Loomis)
- Sierra College Boulevard/Dominguez Road
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Barton Road/Brace Road (Loomis)
- Barton Road/Rocklin Road (Loomis)
- Sierra College Boulevard/King Road (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

As shown in Table S, the v/c ratio at the intersections would not be significantly affected by the addition of project traffic because the total project contribution would not exceed 5 percent of the total traffic volume at the intersection or the LOS would not change one full letter grade. As a result, the project contribution of traffic at these intersections is not considered measurable and would not be considered a significant impact.

The results of the roadway segment analysis as shown in Table T indicate that most of the study area roadway segments are forecast to operate within their daily roadway capacities except for the following four roadway segments, which are forecast to continue to operate with unsatisfactory LOS with the project:

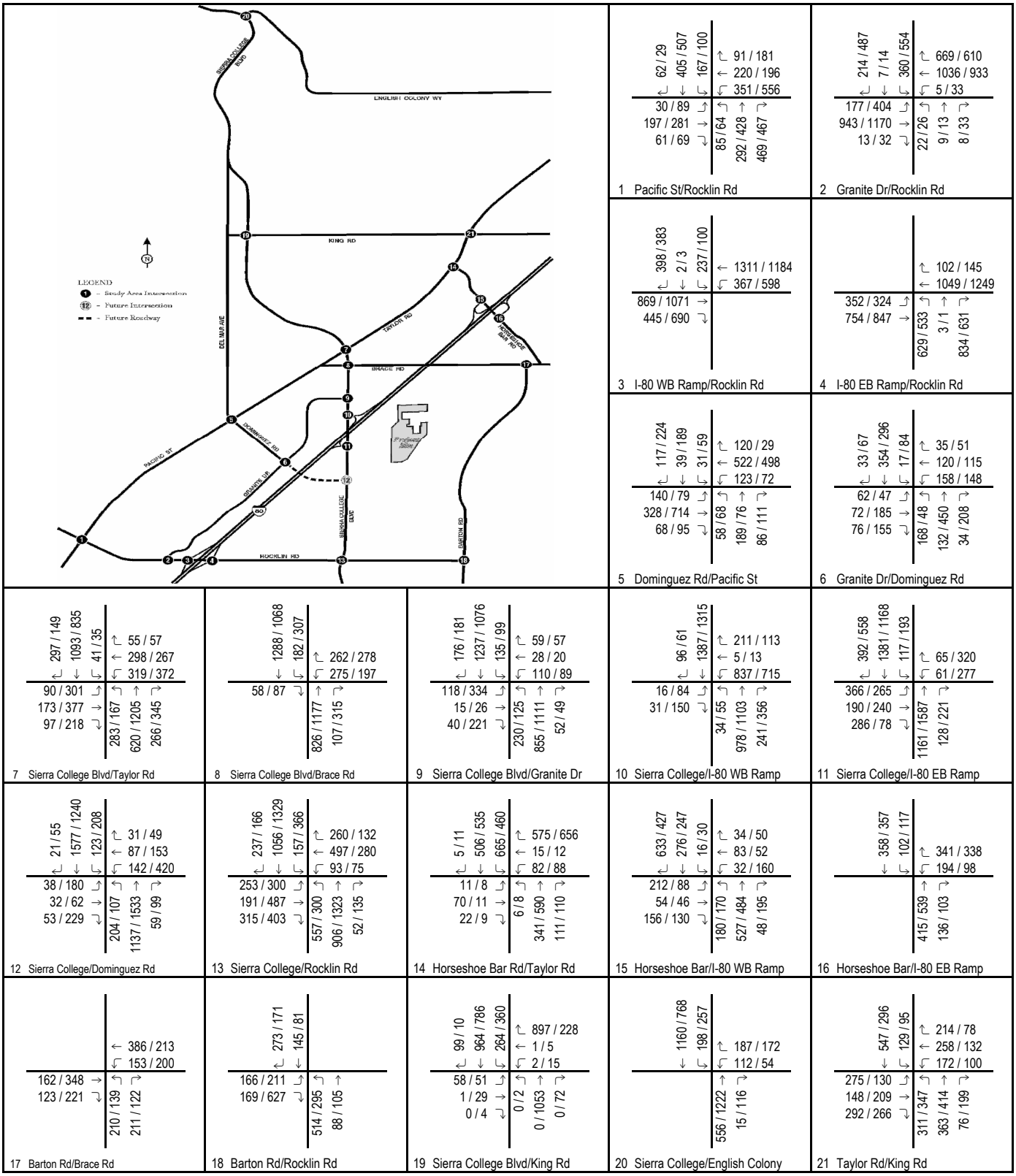


FIGURE 24

123 / 456 AM / PM Peak Hour Volume

Rocklin 60

Year 2025 Plus Project Peak Hour Traffic Volumes - With Dominguez Road

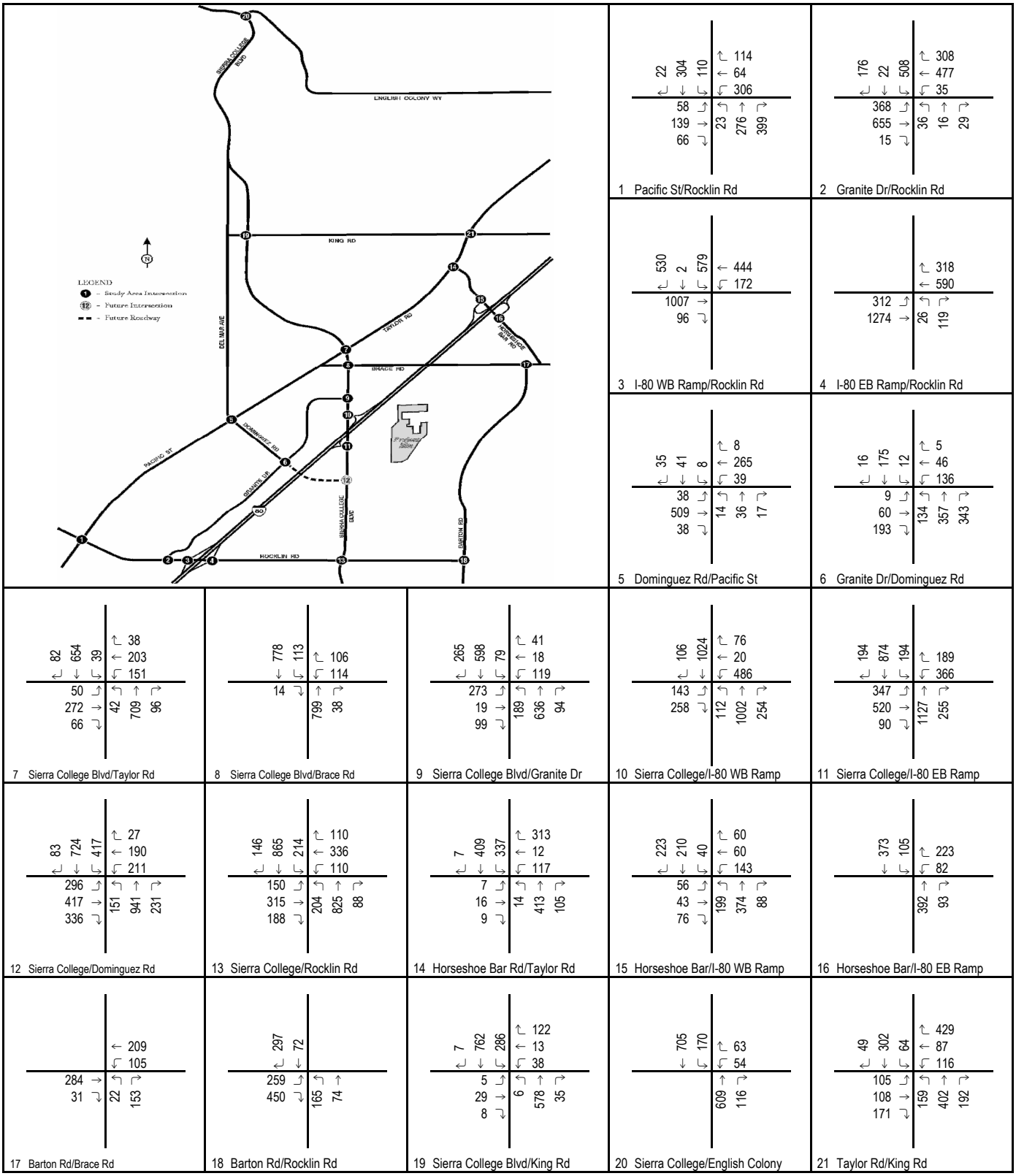


FIGURE 25

Rocklin 60

Year 2025 Plus Project Saturday Peak Hour Traffic Volumes - With Dominguez Road

Table S - 2025 Plus Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary

		2025 No Project with Dominguez Road Condition						2025 Plus Project with Dominguez Road Condition					
		AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	Intersection	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street [1]	0.775	C	0.831	D	0.612	B	0.777	C	0.833	D [2]	0.614	B
2	Rocklin Road/Granite Drive	0.676	B	1.020	F	0.691	B	0.677	B	1.021	F [2]	0.692	B
3	Rocklin Road/I-80 Westbound Ramps	0.851	D	1.175	F	0.929	E	0.851	D	1.175	F [2]	0.931	E [2]
4	Rocklin RoadI-80 Eastbound Ramps	1.027	F	1.016	F	0.642	B	1.028	F [2]	1.016	F [2]	0.643	B
5	Dominguez Road/Pacific Street [1]	0.582	A	0.823	D	0.451	A	0.583	A	0.823	D [2]	0.451	A
6	Dominguez Road/Granite Drive [13]	50.4 sec	F	*	F	80.6 sec	F	50.6 sec	F [2]	*	F [2]	81.3 sec	F [2]
7	Sierra College Boulevard/Taylor Road (Loomis)	0.956	E	1.004	F	0.635	B	0.961	E [2]	1.008	F [2]	0.639	B
8	Sierra College Boulevard/Brace Road (Loomis)	0.575	A	0.757	C	0.388	A	0.580	A	0.764	C	0.394	A
9	Sierra College Boulevard/Granite Drive	0.633	B	0.672	B	0.589	A	0.639	B	0.860	B	0.596	A
10	Sierra College Boulevard/I-80 Westbound Ramps	0.681	B	0.673	B	0.661	B	0.683	B	0.681	B	0.668	B
11	Sierra College Boulevard/I-80 Eastbound Ramps	0.719	C	0.725	C	0.729	C	0.731	C	0.737	C	0.738	C
12	Sierra College Boulevard/Dominguez Road	0.552	A	0.796	C	1.040	F	0.559	A	0.857	D	1.090	F [2]
13	Sierra College Boulevard/Rocklin Road [1]	0.852	D	0.787	C	0.575	A	0.855	D [2]	0.790	C	0.580	A
14	Taylor Road/Horseshoe Bar Road (Loomis)	1.133	F	1.215	F	0.795	C	1.135	F [2]	1.216	F [2]	0.797	C
15	Horseshoe Bar Road/I-80 Westbound Ramps (Loomis)	0.551	A	0.499	A	0.457	A	0.551	A	0.499	A	0.457	A
16	Horseshoe Bar Road/I-80 Eastbound Ramps [3] (Loomis)	29.4 sec	D	25.3 sec	D	16.5 sec	C	29.4 sec	D	25.3 sec	D	16.5 sec	C
17	Barton Road/Brace Road [13] (Loomis)	80.6 sec	F	63.2 sec	F	12.7 sec	B	82.1 sec	F [2]	64.9 sec	F [2]	12.8 sec	B
18	Barton Road/Rocklin Road [13] (Loomis)	312.2 sec	F	28.2 sec	D	23.7 sec	C	316.9 sec	F [2]	28.5 sec	D [2]	24.0 sec	C
19	Sierra College Boulevard/King Road [1] (Loomis)	0.697	B	0.856	D	0.558	A	0.698	B	0.857	D [2]	0.558	A
20	Sierra College Boulevard/English Colony Way [13] (Placer County)	280.1 sec	F	822.7 sec	F	47.4 sec	E	283.5 sec	F [2]	829.8 sec	F [2]	47.9 sec	E [2]
21	Taylor Road/King Road [1] (Loomis)	0.968	E	0.625	B	0.716	C	0.968	E [2]	0.626	B	0.717	C

Notes:

ICU V/C ratio is used for signalized intersections. HCM delay in seconds is used for unsignalized intersections.

[1] LOS C required for these intersections. LOS D acceptable for all other intersections.

[2] Project impact is less than 5% of total intersection V/C or delay and therefore not a significant impact.

[3] Peak Hour volumes meet Signal Warrant #3 of the MUTCD

* Delay exceeds 1000 seconds

☐ Exceeds level of service criteria

Table T: 2025 Plus Project With Dominguez Road - Daily Roadway Segment Level of Service Summary

Roadway	Segment	Capacity	Volume	Capacity Configuration	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road [1] (Loomis)	15,000	20,414	Two-lane Collector	1.36	F
	Horseshoe Bar Road and Sierra College Boulevard[1] (Loomis)	15,000	15,530	Two-lane Collector	1.04	F
Pacific Street	Sierra College Boulevard and Dominguez Road [1]	30,000	16,976	Four-lane Undivided Arterial	0.57	A
	Dominguez Road and Rocklin Road [1]	30,000	22,669	Four-lane Undivided Arterial	0.76	C
Rocklin Road	Pacific Street and Granite Drive	30,000	37,867	Four-lane Undivided Arterial	1.26	F
	I-80 and Sierra College Boulevard	30,000	14,836	Four-lane Undivided Arterial	0.49	A
	Sierra College Boulevard and Barton Road [1] (Loomis)	30,000	15,716	Four-lane Undivided Arterial	0.52	A
Barton Road	Rocklin Road and Brace Road [1] (Loomis)	15,000	6,882	Two-lane Collector	0.46	A
Horseshoe Bar Road	I-80 and Brace Road (Loomis)	15,000	9,958	Two-lane Collector	0.66	B
Brace Road	I-80 and Barton Road [1] (Loomis)	15,000	9,825	Two-lane Collector	0.65	B
	I-80 and Sierra College Boulevard [1] (Loomis)	15,000	9,161	Two-lane Collector	0.61	B
Sierra College Boulevard	English Colony Way and King Road [1] (Placer County)	30,000	24,732	Four-lane Undivided Arterial	0.82	D
	King Road and Taylor Road [1] (Loomis)	30,000	23,770	Four-lane Undivided Arterial	0.79	C
	Taylor Road and I-80	50,525	35,393	Six-lane Arterial	0.70	B
	I-80 and Dominguez Road	50,525	34,346	Six-lane Arterial	0.68	B
	Dominguez Road and Rocklin Road [1]	50,525	37,868	Six-lane Arterial	0.75	C
Granite Drive	Dominguez Road and Sierra College Boulevard [1]	30,000	9,230	Four-lane Undivided Arterial	0.31	A
	Dominguez Road and Rocklin Road [1]	30,000	13,379	Four-lane Undivided Arterial	0.45	A
Dominguez Road	Taylor Road and Granite Drive [1]	15,000	7,378	Two-lane Collector	0.49	A
King Road	Sierra College Boulevard and Taylor Road [1] (Loomis)	15,000	7,019	Two-lane Collector	0.47	A

Notes:

[1] LOS C required for these segments. LOS D acceptable for all other segments.

☐ Exceeds level of service criteria

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Taylor Road between Horseshoe Bar Road and Sierra College Boulevard (Loomis)
- Rocklin Road between Pacific Street and Granite Drive
- Sierra College Boulevard between English Colony Way and King Road (Placer County)

Comparison of the no project and with project v/c ratios shows no or negligible change in the four affected roadway segments. As a result, the addition of project traffic is not considered measurable and would not cause a significant impact.

I-80/Sierra College Interchange

Environmental documentation, including a traffic operations analysis, was previously completed for the I-80/Sierra College interchange project. The traffic operations analysis was completed using the HCM methodology for signalized intersections. Traffic volumes for the previous analysis were forecast using the Sacramento Metropolitan (SACMET-2001) traffic model developed by the Sacramento Area Council of Governments (SACOG). As discussed previously, 2025 forecasts for this traffic impact analysis were prepared using the City's traffic model. A LOS analysis using the HCM methodology has been prepared at the interchange ramp intersections using the traffic forecasts developed for this traffic impact analysis. The purpose of this analysis was to demonstrate that the intersection would still operate satisfactorily with the planned improvements when analyzed using the City's traffic model.

The LOS were analyzed at the freeway ramp intersections in the 2025 plus project with and without Dominguez Road scenario. The LOS calculation sheets are provided in Appendices K and L. Table U summarizes the results of the freeway interchange analysis.

As shown in Table U, the interchange would operate at LOS D or better during both peak hours when the Rocklin Traffic Model with and without Dominguez Road traffic volumes are analyzed using the HCM methodology.

Table U: I-80/Sierra College Boulevard Freeway Ramp Intersection Analysis (2025 plus Project Without Dominguez Road) HCM Methodology

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
10. I-80 Westbound/Sierra College Boulevard				
Rocklin Traffic Model with Dominguez Road	38.5	D	45.7	D
Rocklin Traffic Model without Dominguez Road	36.4	D	46.3	D
SACMET-2001 Model [1]	18.7	B	14.3	B
11. I-80 Eastbound/Sierra College Boulevard				
Rocklin Traffic Model with Dominguez Road	18.0	B	32.4	C
Rocklin Traffic Model without Dominguez Road	21.3	C	32.7	C
SACMET-2001 Model[1]	30.9	C	96.6	F

[1] *Traffic Operations Analysis*, I-80/Sierra College Boulevard Interchange, Table 4, Alternative A. OMNI-MEANS, January 8, 2003.

In addition to freeway ramp intersection LOS, the traffic operations analysis prepared for the interchange included an analysis of ramp junctions and freeway mainline. The traffic forecasts prepared for the traffic operations analysis included a similar intensity of land use on the Rocklin 60 and Rocklin Crossing sites, located directly adjacent to the freeway interchange project. As a result, the ramp junction and freeway mainline analyses presented in the traffic operations analysis provide an analysis of ramp junction and freeway mainline operations with the proposed project.

As shown in Table V, all freeway mainline segments are projected to operate at LOS D or better in the year 2025 with the future eight-lane freeway and the proposed development project.

Table V: Year 2025 Plus Project I-80 Freeway Mainline LOS – With Future Eight-Lane Mainline

Freeway Segment	AM Peak Hour			PM Peak Hour		
	Volume	Density, pc/mi/ln	LOS	Volume	Density, pc/mi/ln	LOS
Westbound I-80, west of interchange	5,679	23.4	C	4,937	20.2	C
Westbound I-80, east of interchange	5,988	24.9	C	4,766	19.5	C
Eastbound I-80, east of interchange	4,025	16.5	B	6,206	26.1	D
Eastbound I-80, west of interchange	4,242	17.3	B	6,050	25.3	C

Source: *Traffic Operations Analysis*, I-80/Sierra College Boulevard Interchange, Table 13. OMNI-MEANS, January 8, 2003.
pc/mi/ln = passenger cars per mile per lane

As shown in Table W, all Sierra College Boulevard ramp junctions are projected to operate at LOS D or better in the year 2025 with the future eight-lane freeway and the proposed development project.

Table W: Year 2025 Plus Project I-80/Sierra College Boulevard Ramp Junction LOS – With Future Eight-Lane Mainline

Freeway Segment	AM Peak Hour			PM Peak Hour		
	Volume	Density, pc/mi/ln	LOS	Volume	Density, pc/mi/ln	LOS
Westbound Direct Off-Ramp	914	26.0	C	729	19.7	B
Westbound Loop On-Ramp	83	20.4	C	315	17.5	B
Westbound Direct On-Ramp	522	21.5	C	585	19.3	B
Eastbound Direct Off-Ramp	826	< 5.0	A	973	< 5.0	A
Eastbound Loop On-Ramp	71	14.5	B	190	20.6	C
Eastbound Direct On-Ramp	538	16.6	B	939	22.5	C

Source: *Traffic Operations Analysis*, I-80/Sierra College Boulevard Interchange, Table 14. OMNI-MEANS, January 8, 2003.

Right Turns from Unsignalized Driveway

The geometrics shown on the project site plan for Sierra College Boulevard and the project driveways include the planned improvements to the I-80/Sierra College Boulevard interchanges as well as the improvements to Sierra College Boulevard along the project frontage. The project site plan includes one unsignalized driveway, located approximately halfway between the I-80 eastbound off-ramp and the Dominguez Road extension. The unsignalized driveway would allow right turns in and out only onto Sierra College Boulevard. The northbound Sierra College Boulevard at the driveway location is made up of five lanes. The No. 1, 2, and 3 lanes provide northbound through movement. The No. 4 lane provides northbound movement through the I-80 eastbound off-ramp intersection and becomes a "trap" lane onto the I-80 eastbound on-ramp. The No. 5 lane is a right-turn-only lane into Rocklin Crossings at the signalized I-80 eastbound off-ramp driveway.

Because of the width of Sierra College Boulevard at the unsignalized driveway, outbound vehicles could have difficulty turning onto the northbound Sierra College Boulevard through lanes, as those vehicles would need to cross both the right-turn lane into Rocklin Crossings and the freeway "trap" lane. To determine whether vehicles would be restricted from turning out of the driveway into the through lanes by heavy northbound through traffic, an operational analysis of this driveway location was prepared using Synchro 6. Synchro allows the user to model the expected traffic operations of a corridor, rather than just a single intersection. The unsignalized driveway was modeled along with the two adjacent signalized intersections to determine whether adequate gaps would be caused by the traffic signals to allow egress from the driveway. The unsignalized operations analysis is provided in Appendix I. The unsignalized LOS worksheets indicate the proportion of the time that the westbound right-turn movement is not blocked by vehicles traveling northbound on Sierra College Boulevard as well as the capacity of the right-turn movement, considering the total conflicting flow rate. In both the a.m. and p.m. peak hour, the capacity of the right-turn movement exceeds the demand for right turns (890 capacity vs. 193 demand during the a.m. peak hour and 785 capacity vs. 394 demand during the p.m. peak hour). According to the calculations, the westbound right turn would be unblocked 82 percent of the time during the a.m. peak hour and 72 percent of the time during the p.m. peak hour. As a result, sufficient gaps in the traffic stream will occur along Sierra College Boulevard to allow right turns from the unsignalized driveway to the northbound through lanes.

MITIGATION MEASURES

No significant project impacts have been identified; therefore, no mitigation measures are required.

APPENDIX A

TRAFFIC COUNTS

APPENDIX B

EXISTING LOS WORKSHEETS

APPENDIX C

EXISTING PLUS PROJECT LOS WORKSHEETS

APPENDIX D

APPROVED PROJECTS LIST

APPENDIX E

EXISTING PLUS APPROVED PROJECTS (BASELINE) LOS WORKSHEETS

APPENDIX F

EXISTING PLUS APPROVED PROJECTS (BASELINE) PLUS PROJECT LOS WORKSHEETS

APPENDIX G

YEAR 2025 NO PROJECT (WITHOUT DOMINGUEZ ROAD) TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS

APPENDIX H

YEAR 2025 PLUS PROJECT (WITHOUT DOMINGUEZ ROAD) LOS WORKSHEETS

APPENDIX I

YEAR 2025 NO PROJECT (WITH DOMINGUEZ ROAD) TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS)

APPENDIX J

YEAR 2025 PLUS PROJECT (WITH DOMINGUEZ ROAD) LOS WORKSHEETS

APPENDIX K

YEAR 2025 PLUS PROJECT (WITHOUT DOMINGUEZ ROAD) RAMP INTERSECTIONS – SYNCHRO ANALYSIS

APPENDIX L

YEAR 2025 PLUS PROJECT (WITH DOMINGUEZ ROAD) RAMP INTERSECTIONS – SYNCHRO ANALYSIS

APPENDIX A

TRAFFIC COUNTS

ALL TRAFFIC DATA INC.
(916)771-8700
FAX 786-2879

CITY OF ROCKLIN

Pacific

File Name : F-Taylor-Rocklin Rd
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

Groups Printed- Unshifted

	TAYLOR RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	3	81	28	112	35	8	54	97	51	50	2	103	7	11	4	22	334
07:15	0	75	40	115	28	18	59	105	86	66	2	154	7	26	6	39	413
07:30	4	115	56	175	21	10	67	98	129	64	1	194	4	29	8	41	508
07:45	4	103	51	158	32	6	69	107	120	88	2	210	8	18	3	29	504
Total	11	374	175	560	116	42	249	407	386	268	7	661	26	84	21	131	1759
08:00	5	86	46	137	21	23	90	134	108	70	8	186	16	40	1	57	514
08:15	6	100	30	136	25	32	144	201	139	67	14	220	15	66	10	91	648
08:30	7	99	17	123	36	15	88	139	91	61	4	156	7	15	4	26	444
08:45	5	91	28	124	33	10	73	116	90	83	2	175	5	20	4	29	444
Total	23	376	121	520	115	80	395	590	428	281	28	737	43	141	19	203	2050
16:00	5	112	31	148	43	40	149	232	122	127	5	254	7	19	8	34	668
16:15	8	108	28	144	42	33	118	193	123	93	9	225	9	21	6	36	598
16:30	5	136	40	181	41	29	135	205	118	98	14	230	7	23	4	34	650
16:45	2	136	30	168	48	51	130	229	134	107	8	249	9	19	7	35	681
Total	20	492	129	641	174	153	532	859	497	425	36	958	32	82	25	139	2597
17:00	10	113	22	145	76	30	164	270	127	130	11	268	3	44	10	57	740
17:15	4	129	30	163	56	38	166	260	130	108	8	246	4	27	13	44	713
17:30	7	112	23	142	47	22	139	208	134	88	5	227	1	16	6	23	600
17:45	7	81	24	112	47	44	118	209	113	84	7	204	2	19	9	30	555
Total	28	435	99	562	226	134	587	947	504	410	31	945	10	106	38	154	2608
Grand Total	82	1677	524	2283	631	409	1763	2803	1815	1384	102	3301	111	413	103	627	9014
Apprch %	3.6	73.5	23.0		22.5	14.6	62.9		55.0	41.9	3.1		17.7	65.9	16.4		
Total %	0.9	18.6	5.8	25.3	7.0	4.5	19.6	31.1	20.1	15.4	1.1	36.6	1.2	4.6	1.1	7.0	

	TAYLOR RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	19	404	183	606	99	71	370	540	496	289	25	810	43	153	22	218	2174
Percent	3.1	66.7	30.2		18.3	13.1	68.5		61.2	35.7	3.1		19.7	70.2	10.1		
08:15 Volume	6	100	30	136	25	32	144	201	139	67	14	220	15	66	10	91	648
Peak Factor																	0.839
High Int.	07:30				08:15				08:15				08:15				
Volume	4	115	56	175	25	32	144	201	139	67	14	220	15	66	10	91	
Peak Factor				0.866				0.672				0.920				0.599	

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File Name : F-Taylor-Rocklin Rd
Site Code : 00000000
Start Date : 10/4/2006
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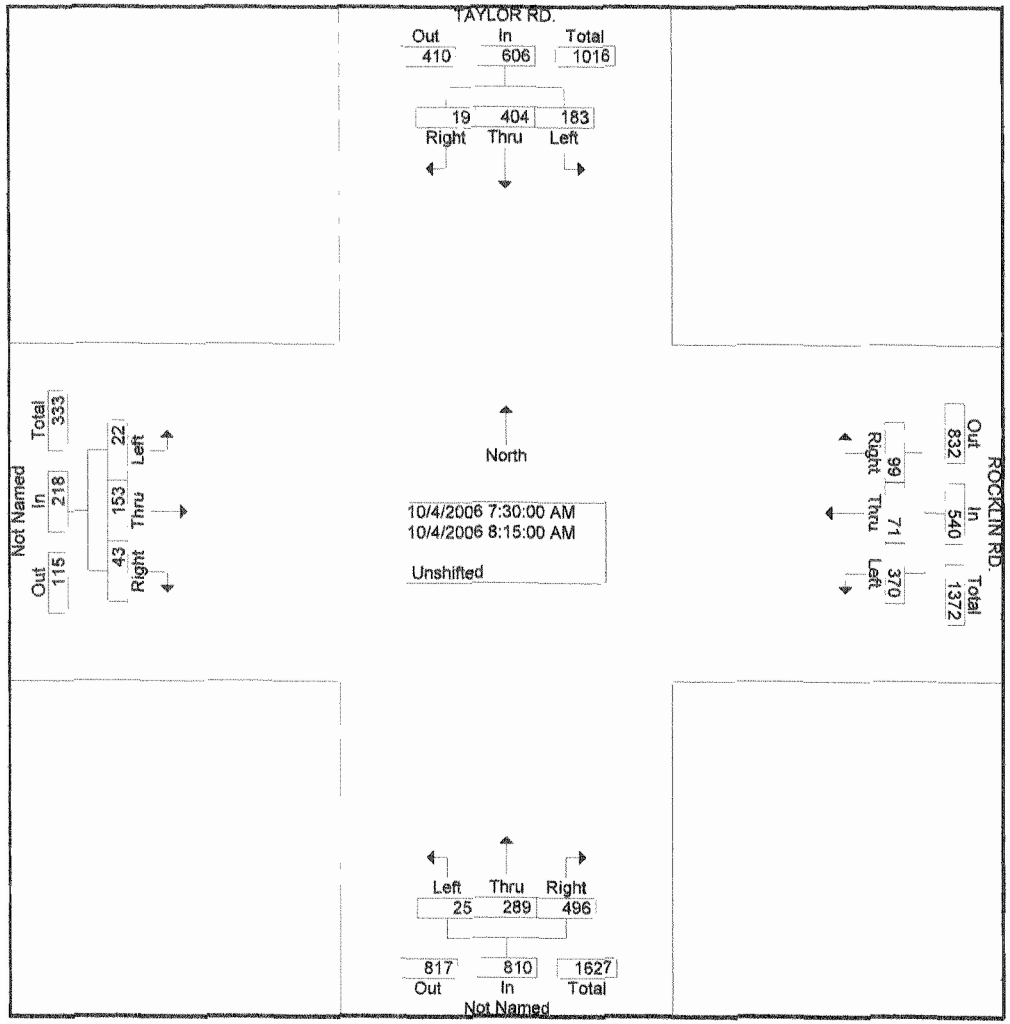

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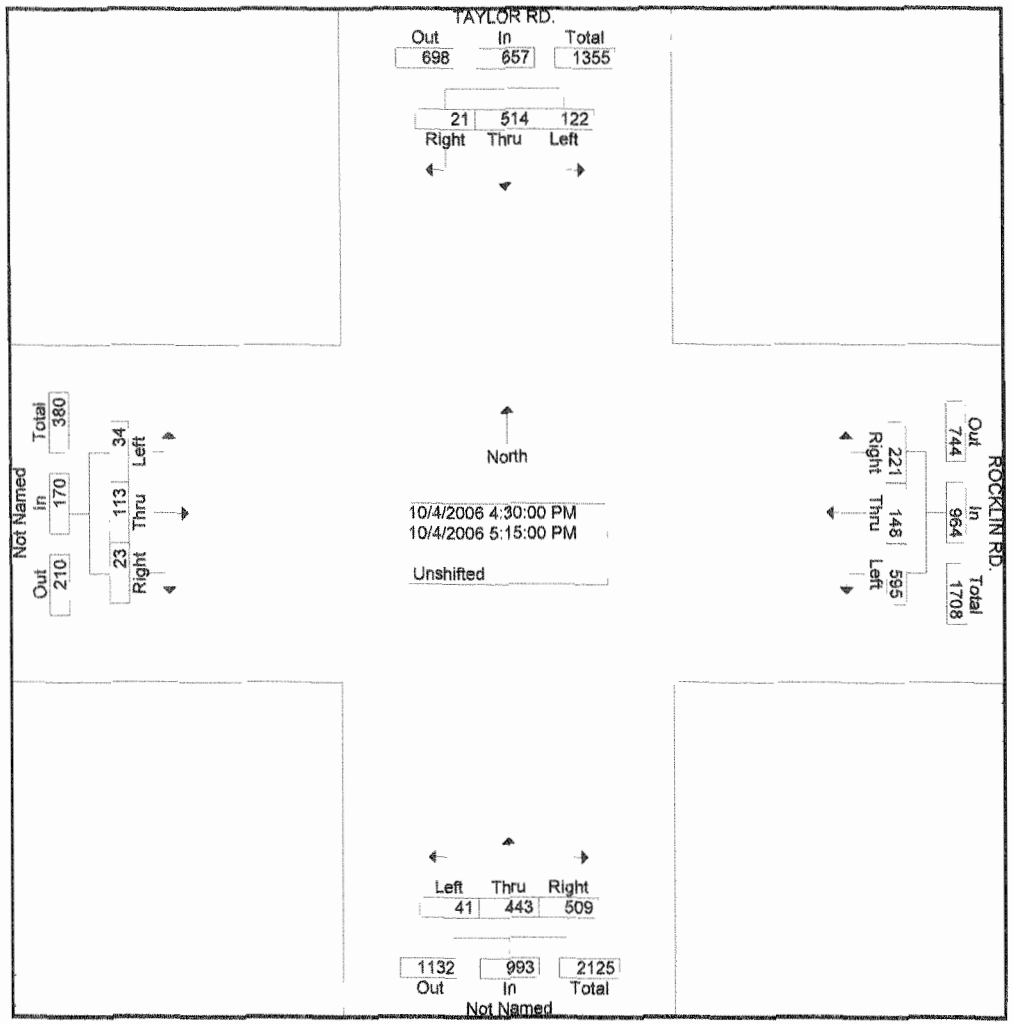
File Name : F-Taylor-Rocklin Rd
Site Code : 00000000
Start Date : 10/4/2006

	TAYLOR RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	21	514	122	657	221	148	595	964	509	443	41	993	23	113	34	170	2784
Percent	3.2	78.2	18.6		22.9	15.4	61.7		51.3	44.6	4.1		13.5	66.5	20.0		
17:00 Volume	10	113	22	145	76	30	164	270	127	130	11	268	3	44	10	57	740
Peak Factor																	0.941
High Int.	16:30				17:00				17:00				17:00				
Volume	5	136	40	181	76	30	164	270	127	130	11	268	3	44	10	57	
Peak Factor				0.907				0.893				0.926				0.746	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Taylor Rd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	1.5	.5	1.5	.5	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	4	45	85	19	60	3	5	11	4	65	9	16	326
11:15 AM	5	61	76	29	63	2	5	7	6	73	13	19	359
11:30 AM	6	53	91	19	74	4	3	9	4	80	16	22	381
11:45 AM	5	66	100	22	87	1	7	7	4	86	11	28	424
12:00 PM	3	71	105	25	67	2	10	14	8	78	10	17	410
12:15 PM	4	83	98	35	70	5	4	15	7	68	9	29	427
12:30 PM	3	56	94	28	80	8	1	20	3	72	18	40	423
12:45 PM	5	41	79	22	69	4	3	13	5	77	12	33	363
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 35	NT 476	NR 728	SL 199	ST 570	SR 29	EL 38	ET 96	ER 41	WL 599	WT 98	WR 204	TOTAL 3113

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	15	276	397	110	304	16	22	56	22	304	48	114	1684
PEAK HR. FACTOR:		0.930			0.927			0.781			0.896		0.986

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

File Name : F-Granite-Rocklin Rd.
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

Groups Printed- Unshifted

	GRANITE RD. Southbound				ROCKLIN RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	6	2	54	62	78	91	2	171	4	4	4	12	1	115	7	123	368
07:15	16	0	60	76	82	106	1	189	1	2	2	5	5	150	23	178	448
07:30	26	0	76	102	128	85	2	215	5	4	3	12	4	214	21	239	568
07:45	20	0	77	97	181	124	0	305	0	1	7	8	1	167	33	201	611
Total	68	2	267	337	469	406	5	880	10	11	16	37	11	646	84	741	1995
08:00	28	4	66	98	119	159	1	279	2	2	4	8	1	153	31	185	570
08:15	30	3	85	118	139	160	3	302	4	5	3	12	6	179	43	228	660
08:30	27	3	119	149	83	109	2	194	4	3	8	15	1	139	29	169	527
08:45	34	1	117	152	108	102	1	211	6	4	4	14	1	114	47	162	539
Total	119	11	387	517	449	530	7	986	16	14	19	49	9	585	150	744	2296
16:00	71	7	129	207	121	151	3	275	5	5	6	16	5	146	50	201	699
16:15	57	7	127	191	139	179	7	325	4	2	2	8	3	125	51	179	703
16:30	70	4	135	209	108	167	9	284	7	4	3	14	6	133	63	202	709
16:45	65	4	116	185	135	197	9	341	3	9	4	16	3	149	66	218	760
Total	263	22	507	792	503	694	28	1225	19	20	15	54	17	553	230	800	2871
17:00	101	2	123	226	115	196	15	326	9	2	8	19	6	183	65	254	825
17:15	89	2	119	210	162	218	13	393	9	5	6	20	9	175	57	241	864
17:30	85	5	126	216	138	161	8	307	6	3	5	14	5	155	53	213	750
17:45	82	7	121	210	171	170	4	345	11	4	4	19	3	163	58	224	798
Total	357	16	489	862	586	745	40	1371	35	14	23	72	23	676	233	932	3237
Grand Total	807	51	1650	2508	2007	2375	80	4462	80	59	73	212	60	2460	697	3217	10399
Apprch %	32.2	2.0	65.8		45.0	53.2	1.8		37.7	27.8	34.4		1.9	76.5	21.7		
Total %	7.8	0.5	15.9	24.1	19.3	22.8	0.8	42.9	0.8	0.6	0.7	2.0	0.6	23.7	6.7	30.9	

	GRANITE RD. Southbound				ROCKLIN RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	104	7	304	415	567	528	6	1101	11	12	17	40	12	713	128	853	2409
Percent	25.1	1.7	73.3		51.5	48.0	0.5		27.5	30.0	42.5		1.4	83.6	15.0		
08:15 Volume	30	3	85	118	139	160	3	302	4	5	3	12	6	179	43	228	660
Peak Factor																	0.913
High Int.	08:15				07:45				07:30				07:30				
Volume	30	3	85	118	181	124	0	305	5	4	3	12	4	214	21	239	
Peak Factor				0.879				0.902				0.833				0.892	

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File Name : F-Granite-Rocklin Rd.
Site Code : 00000000
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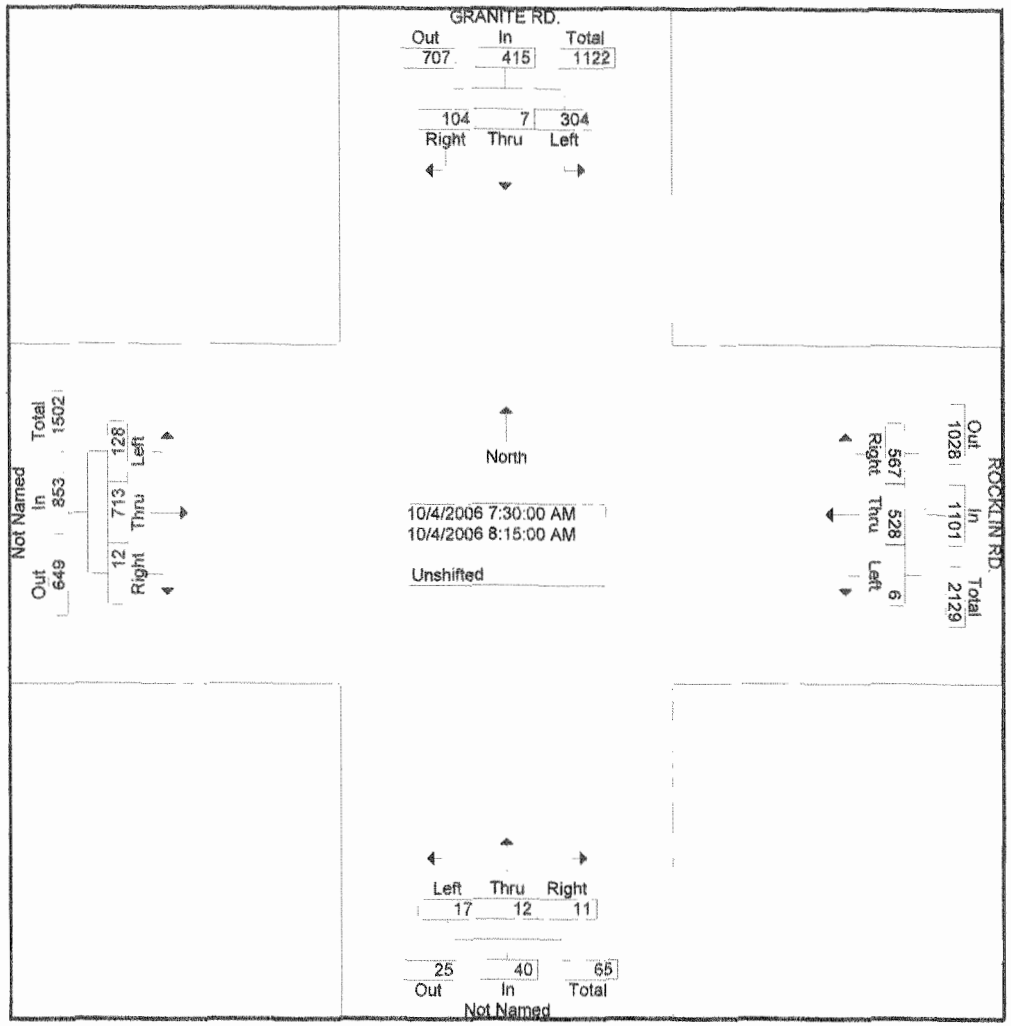

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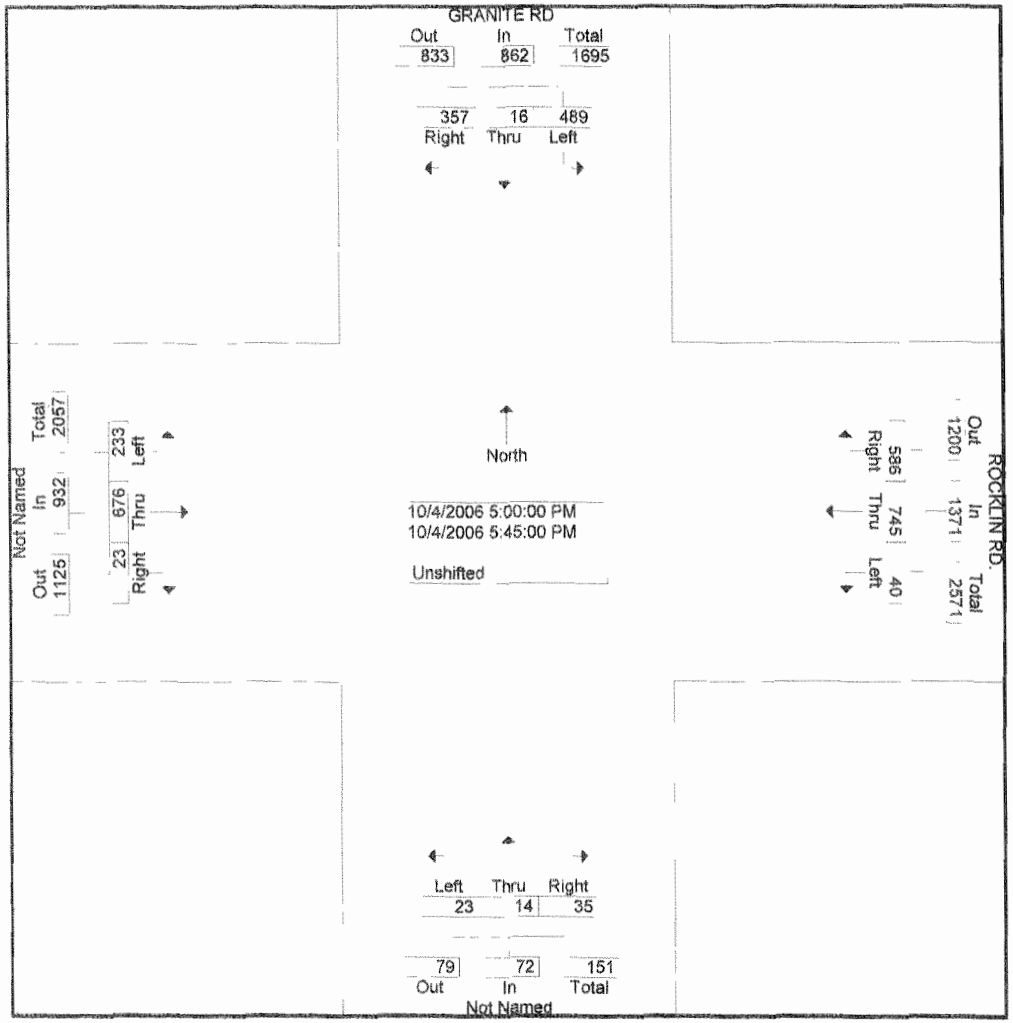
File Name : F-Granite-Rocklin Rd.
Site Code : 00000000
Start Date : 10/4/2006

	GRANITE RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	357	16	489	862	586	745	40	1371	35	14	23	72	23	676	233	932	3237
Percent	41.4	1.9	56.7		42.7	54.3	2.9		48.6	19.4	31.9		2.5	72.5	25.0		
17:15 Volume	89	2	119	210	162	218	13	393	9	5	6	20	9	175	57	241	864
Peak Factor																	0.937
High Int.	17:00				17:15				17:15				17:00				
Volume	101	2	123	226	162	218	13	393	9	5	6	20	6	183	65	254	
Peak Factor				0.954				0.872				0.900				0.917	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Granite Dr. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	.5	.5	1.5	.5	1	1	2	0	1	2	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	10	2	5	85	0	30	50	52	3	1	66	81	385
11:15 AM	7	1	4	92	2	25	44	69	4	3	76	89	416
11:30 AM	9	1	3	113	4	32	41	82	5	5	88	103	486
11:45 AM	6	4	7	100	4	31	49	92	4	7	94	77	475
12:00 PM	4	7	10	106	5	41	42	100	2	12	92	65	486
12:15 PM	8	3	6	117	4	29	55	95	3	8	99	73	500
12:30 PM	14	2	6	125	9	28	66	91	2	8	95	80	526
12:45 PM	12	1	4	96	6	35	73	84	5	9	72	69	466
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 70	NT 21	NR 45	SL 834	ST 34	SR 251	EL 420	ET 665	ER 28	WL 53	WT 682	WR 637	TOTAL 3740

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	32	16	29	448	22	129	212	378	11	35	380	295	1987
PEAK HR. FACTOR:		0.875			0.924			0.945			0.970		0.944

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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FAX 786-2879

CITY OF ROCKLIN

File Name : F- I80 WB Ramps-Rocklin Rd.
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

3

Groups Printed- Unshifted

	I80 WB RAMPS Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	26	0	9	35	0	146	88	234	0	0	0	0	65	97	0	162	431
07:15	42	0	14	56	0	149	91	240	0	0	0	0	67	142	0	209	505
07:30	45	0	52	97	0	175	90	265	0	0	0	0	93	201	0	294	656
07:45	83	1	72	156	0	217	84	301	0	0	0	0	101	160	0	261	718
Total	196	1	147	344	0	687	353	1040	0	0	0	0	326	600	0	926	2310
08:00	63	1	22	86	0	219	87	306	0	0	0	0	82	122	0	204	596
08:15	53	0	11	64	0	251	78	329	0	0	0	0	136	121	0	257	650
08:30	40	0	11	51	0	163	77	240	0	0	0	0	154	134	0	288	579
08:45	37	1	12	50	0	176	93	269	0	0	0	0	112	124	0	236	555
Total	193	2	56	251	0	809	335	1144	0	0	0	0	484	501	0	985	2380
16:00	45	0	15	60	0	238	119	357	0	0	0	0	122	159	0	281	698
16:15	75	2	10	87	0	242	117	359	0	0	0	0	109	149	0	258	704
16:30	54	0	10	64	0	249	140	389	0	0	0	0	120	149	0	269	722
16:45	62	2	15	79	0	274	130	404	0	0	0	0	86	190	0	276	759
Total	236	4	50	290	0	1003	506	1509	0	0	0	0	437	647	0	1084	2883
17:00	57	0	13	70	0	278	137	415	0	0	0	0	180	178	0	358	843
17:15	76	0	8	84	0	291	122	413	0	0	0	0	131	165	0	296	793
17:30	63	0	16	79	0	259	114	373	0	0	0	0	119	168	0	287	739
17:45	50	0	10	60	0	296	97	393	0	0	0	0	100	153	0	253	706
Total	246	0	47	293	0	1124	470	1594	0	0	0	0	530	664	0	1194	3081
Grand Total	871	7	300	1178	0	3623	1664	5287	0	0	0	0	1777	2412	0	4189	10654
Apprch %	73.9	0.6	25.5		0.0	68.5	31.5		0.0	0.0	0.0		42.4	57.6	0.0		
Total %	8.2	0.1	2.8	11.1	0.0	34.0	15.6	49.6	0.0	0.0	0.0	0.0	16.7	22.6	0.0	39.3	

	I80 WB RAMPS Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	244	2	157	403	0	862	339	1201	0	0	0	0	412	604	0	1016	2620
Percent	60.5	0.5	39.0		0.0	71.8	28.2		0.0	0.0	0.0		40.6	59.4	0.0		
07:45 Volume	83	1	72	156	0	217	84	301	0	0	0	0	101	160	0	261	718
Peak Factor																	0.912
High Int.	07:45				08:15				6:45:00 AM				07:30				
Volume	83	1	72	156	0	251	78	329	0	0	0	0	93	201	0	294	
Peak Factor				0.646				0.913								0.864	

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File Name : F- I80 WB Ramps-Rocklin Rd.
Site Code : 00000000
Start Date : 10/4/2006
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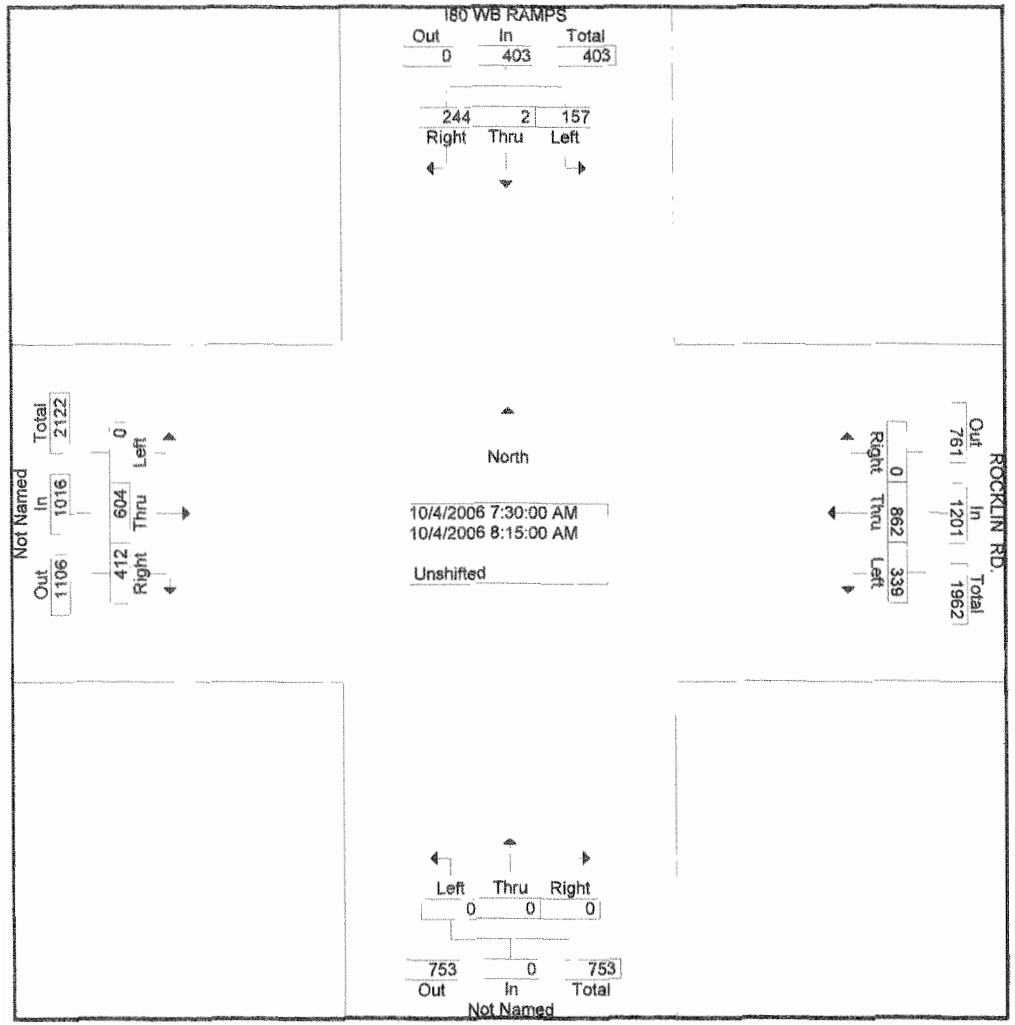

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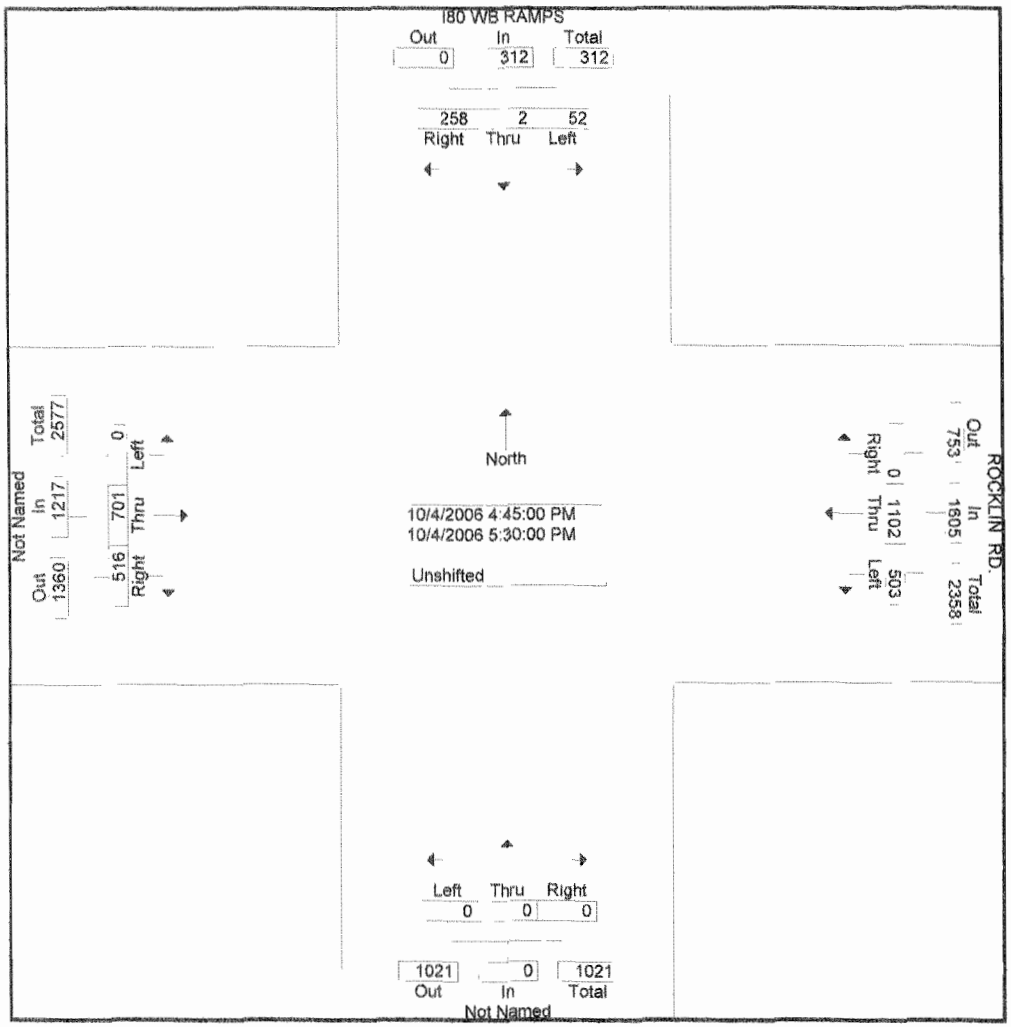
File Name : F- I80 WB Ramps-Rocklin Rd.
Site Code : 00000000
Start Date : 10/4/2006
Page No : 3

	I80 WB RAMPS Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	258	2	52	312	0	1102	503	1605	0	0	0	0	516	701	0	1217	3134
Percent	82.7	0.6	16.7		0.0	68.7	31.3		0.0	0.0	0.0		42.4	57.6	0.0		
17:00 Volume	57	0	13	70	0	278	137	415	0	0	0	0	180	178	0	358	843
Peak Factor																	0.929
High Int.	17:15				17:00								17:00				
Volume	76	0	8	84	0	278	137	415	0	0	0	0	180	178	0	358	
Peak Factor				0.929				0.967								0.850	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 SB Ramps DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.3	.3	.3	0	2	0	1	2	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM				109	1	69		137	20	30	65		431
11:15 AM				88	1	74		159	14	31	82		449
11:30 AM				73	0	83		166	18	35	91		466
11:45 AM				62	0	95		183	16	43	110		509
12:00 PM				78	0	105		144	24	36	96		483
12:15 PM				84	1	87		116	13	26	76		403
12:30 PM				71	0	72		93	20	29	62		347
12:45 PM				75	1	65		79	17	17	67		321
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	640	4	650	0	1077	142	247	649	0	3409

NOON Peak Hr Begins at: 1115 AM

PEAK													
VOLUMES =	0	0	0	301	1	357	0	652	72	145	379	0	1907
PEAK HR. FACTOR:		0.000			0.900			0.000			0.856		0.937

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

File Name . F-Rocklin Rd.-I80 EB 4
Site Code : 00000000
Start Date : 11/4/2006
Page No . 1

Groups Printed- Unshifted

	ROCKLIN RD.								I80 EB RAMPS								
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	0	0	0	0	7	147	0	154	96	0	85	181	0	70	45	115	450
07:15	0	0	0	0	7	144	0	151	167	1	105	273	0	101	47	148	572
07:30	0	0	0	0	10	146	0	156	263	1	115	379	0	176	79	255	790
07:45	0	0	0	0	15	125	0	140	226	1	165	392	0	182	45	227	759
Total	0	0	0	0	39	562	0	601	752	3	470	1225	0	529	216	745	2571
08:00	0	0	0	0	11	175	0	186	131	0	135	266	0	108	47	155	607
08:15	0	0	0	0	11	169	0	180	115	0	155	270	0	103	37	140	590
08:30	0	0	0	0	11	122	6	139	105	1	109	215	0	106	47	153	507
08:45	0	0	0	0	7	130	0	137	141	1	122	264	0	113	33	146	547
Total	0	0	0	0	40	596	6	642	492	2	521	1015	0	430	164	594	2251
16:00	0	0	0	0	33	218	0	251	114	0	142	256	0	122	53	175	682
16:15	0	0	0	0	25	222	0	247	111	1	139	251	0	121	46	167	665
16:30	0	0	0	0	34	264	0	298	146	1	124	271	0	118	42	160	729
16:45	0	0	0	0	31	252	0	283	137	0	145	282	0	138	55	193	758
Total	0	0	0	0	123	956	0	1079	508	2	550	1060	0	499	196	695	2834
17:00	0	0	0	0	31	296	0	327	147	1	127	275	0	133	52	185	787
17:15	0	0	0	0	31	259	0	290	162	0	147	309	0	125	51	176	775
17:30	0	0	0	0	26	260	0	286	156	0	129	285	0	131	53	184	755
17:45	0	0	0	0	13	228	0	241	154	0	145	299	0	131	39	170	710
Total	0	0	0	0	101	1043	0	1144	619	1	548	1168	0	520	195	715	3027
Grand Total	0	0	0	0	303	3157	6	3466	2371	8	2089	4468	0	1978	771	2749	10683
Apprch %	0.0	0.0	0.0		8.7	91.1	0.2		53.1	0.2	46.8		0.0	72.0	28.0		
Total %	0.0	0.0	0.0	0.0	2.8	29.6	0.1	32.4	22.2	0.1	19.6	41.8	0.0	18.5	7.2	25.7	

	ROCKLIN RD.								I80 EB RAMPS								
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	0	0	0	47	615	0	662	735	2	570	1307	0	569	208	777	2746
Percent	0.0	0.0	0.0		7.1	92.9	0.0		56.2	0.2	43.6		0.0	73.2	26.8		
07:30 Volume	0	0	0	0	10	146	0	156	263	1	115	379	0	176	79	255	790
Peak Factor																	0.869
High Int.	6:45:00 AM				08:00				07:45				07:30				
Volume	0	0	0	0	11	175	0	186	226	1	165	392	0	176	79	255	
Peak Factor								0.890				0.834				0.762	

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File Name : F-Rocklin Rd.-I80 EB
Site Code : 00000000
Start Date : 11/4/2006
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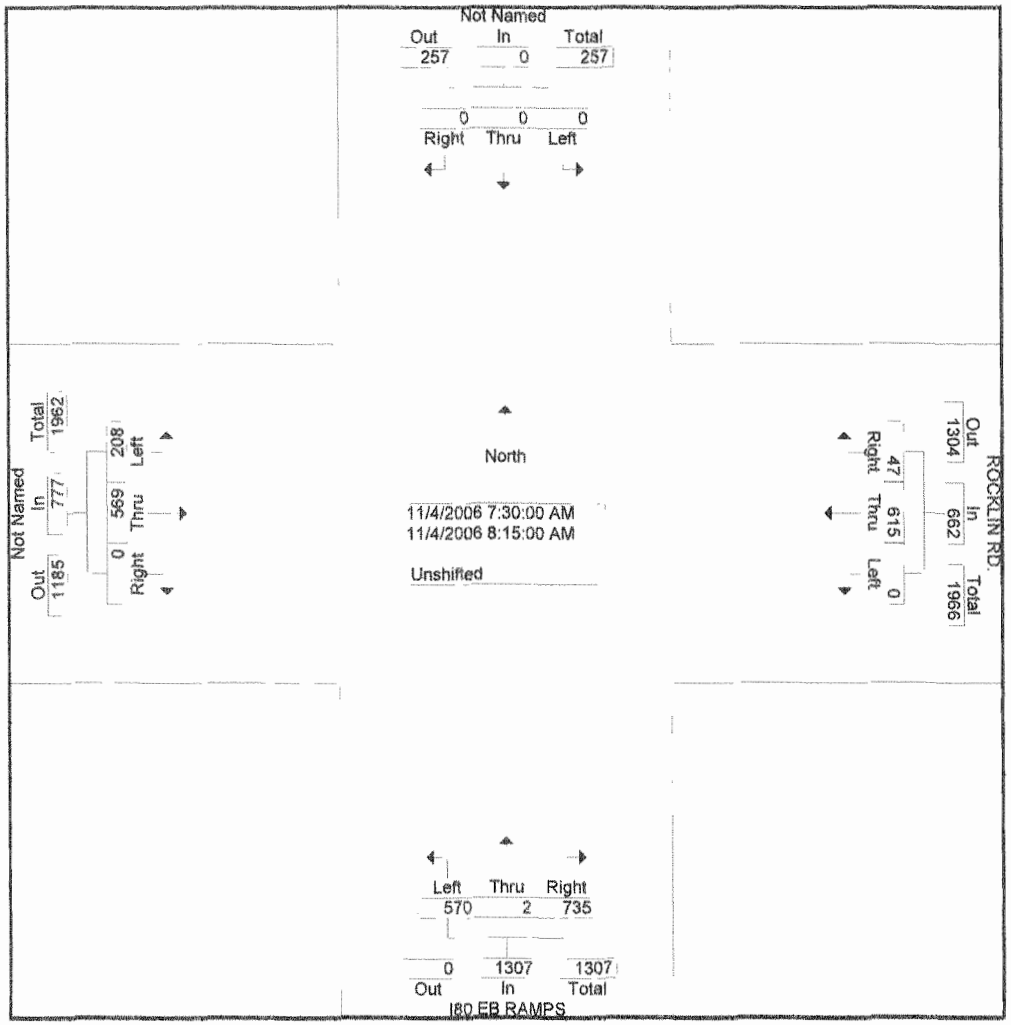

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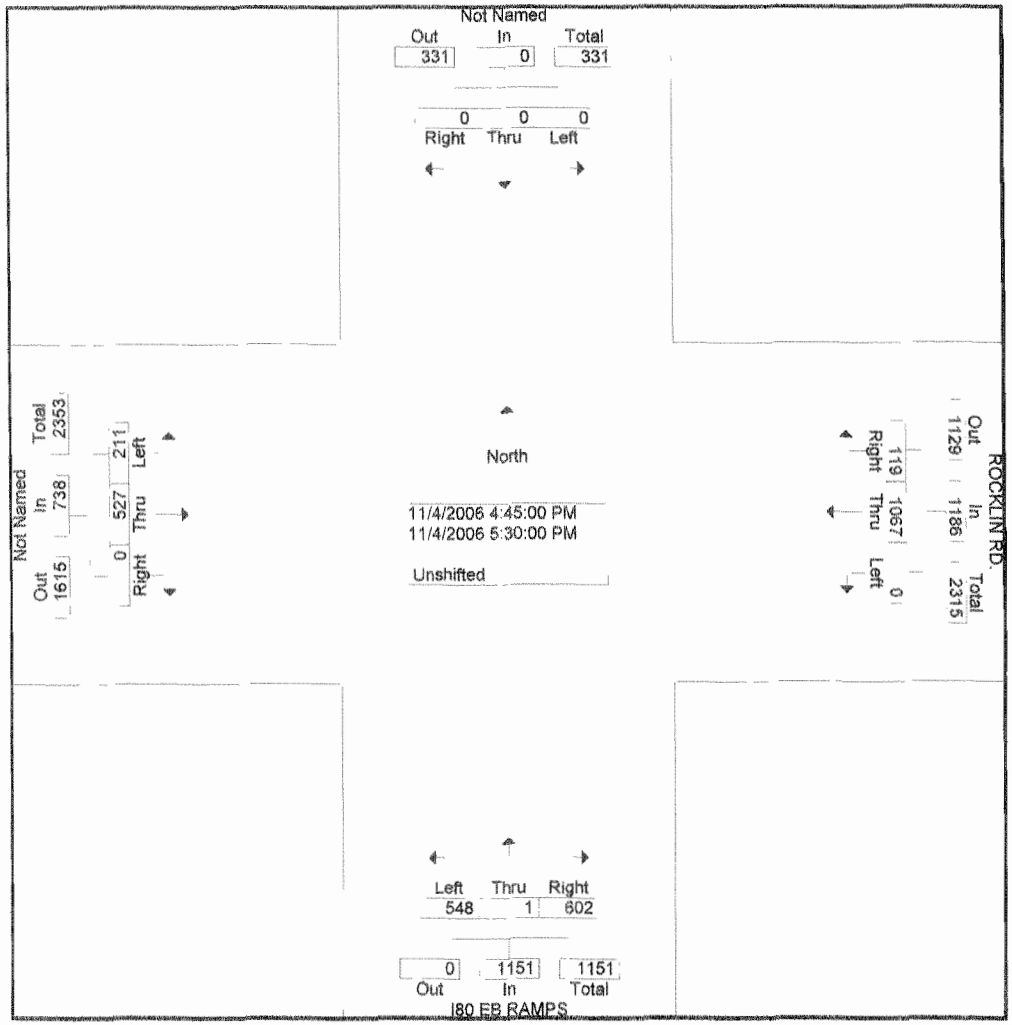
File Name : F-Rocklin Rd.-I80 EB
Site Code : 00000000
Start Date : 11/4/2006
Page No : 3

	ROCKLIN RD. Southbound				ROCKLIN RD. Westbound				I80 EB RAMPS Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	0	0	0	0	119	1067	0	1186	602	1	548	1151	0	527	211	738	3075
Percent	0.0	0.0	0.0		10.0	90.0	0.0		52.3	0.1	47.6		0.0	71.4	28.6		
17:00 Volume	0	0	0	0	31	296	0	327	147	1	127	275	0	133	52	185	787
Peak Factor																	0.977
High Int.					17:00				17:15				16:45				
Volume	0	0	0	0	31	296	0	327	162	0	147	309	0	138	55	193	
Peak Factor								0.907				0.931				0.956	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 NB Ramps DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	.5	.5	0	0	0	1	2	0	0	2	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	4		46				42	129			82	96	399
11:15 AM	4		35				36	169			119	62	425
11:30 AM	4		27				37	184			121	68	441
11:45 AM	7		37				44	209			135	74	506
12:00 PM	6		21				58	195			112	61	453
12:15 PM	9		29				64	169			98	58	427
12:30 PM	5		35				51	149			99	69	408
12:45 PM	4		27				40	141			97	51	360
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 43	NT 0	NR 257	SL 0	ST 0	SR 0	EL 372	ET 1345	ER 0	WL 0	WT 863	WR 539	TOTAL 3419

NOON Peak Hr Begins at: 1130 AM

PEAK VOLUMES =	26	0	114	0	0	0	203	757	0	0	466	261	1827
PEAK HR. FACTOR:		0.795			0.000			0.949			0.000		0.903

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

File Name : F-Pacific-Dominguez
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

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Groups Printed- Unshifted

	DEL MAR AVE. Southbound				PACIFIC ST. Westbound				DOMINGUEZ RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	14	7	3	24	11	63	7	81	9	16	5	30	9	53	12	74	209
07:15	12	4	9	25	14	64	9	87	2	18	6	26	10	76	6	92	230
07:30	13	3	4	20	9	67	14	90	10	22	8	40	12	93	18	123	273
07:45	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Total	53	20	23	96	59	264	48	371	43	72	20	135	36	303	66	405	1007
08:00	12	4	7	23	12	68	23	103	12	17	9	38	10	73	12	95	259
08:15	11	3	5	19	15	87	11	113	15	13	5	33	9	71	11	91	256
08:30	14	8	9	31	12	84	5	101	11	14	2	27	8	72	13	93	252
08:45	9	7	10	26	13	75	7	95	13	9	6	28	7	82	17	106	255
Total	46	22	31	99	52	314	46	412	51	53	22	126	34	298	53	385	1022
16:00	25	6	11	42	6	92	7	105	14	2	5	21	7	103	9	119	287
16:15	21	7	5	33	7	116	8	131	14	5	9	28	5	107	8	120	312
16:30	31	12	10	53	3	130	8	141	13	1	7	21	6	101	3	110	325
16:45	24	10	10	44	5	109	8	122	12	8	7	27	4	102	6	112	305
Total	101	35	36	172	21	447	31	499	53	16	28	97	22	413	26	461	1229
17:00	53	17	13	83	3	105	4	112	7	5	2	14	5	91	10	106	315
17:15	24	11	6	41	1	101	6	108	11	2	10	23	11	97	11	119	291
17:30	25	4	4	33	2	88	4	94	4	1	5	10	7	95	10	112	249
17:45	15	9	2	26	1	74	3	78	5	5	3	13	8	93	10	111	228
Total	117	41	25	183	7	368	17	392	27	13	20	60	31	376	41	448	1083
Grand Total	317	118	115	550	139	1393	142	1674	174	154	90	418	123	1390	186	1699	4341
Apprch %	57.6	21.5	20.9		8.3	83.2	8.5		41.6	36.8	21.5		7.2	81.8	10.9		
Total %	7.3	2.7	2.6	12.7	3.2	32.1	3.3	38.6	4.0	3.5	2.1	9.6	2.8	32.0	4.3	39.1	

	DEL MAR AVE. Southbound				PACIFIC ST. Westbound				DOMINGUEZ RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	50	16	23	89	61	292	66	419	59	68	23	150	36	318	71	425	1083
Percent	56.2	18.0	25.8		14.6	69.7	15.8		39.3	45.3	15.3		8.5	74.8	16.7		
07:45 Volume	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Peak Factor																	0.918
High Int.	07:45				07:45				07:30				07:30				
Volume	14	6	7	27	25	70	18	113	10	22	8	40	12	93	18	123	
Peak Factor				0.824				0.927				0.938				0.864	

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File Name : F-Pacific-Dominguez
Site Code : 00000000
Start Date : 10/4/2006
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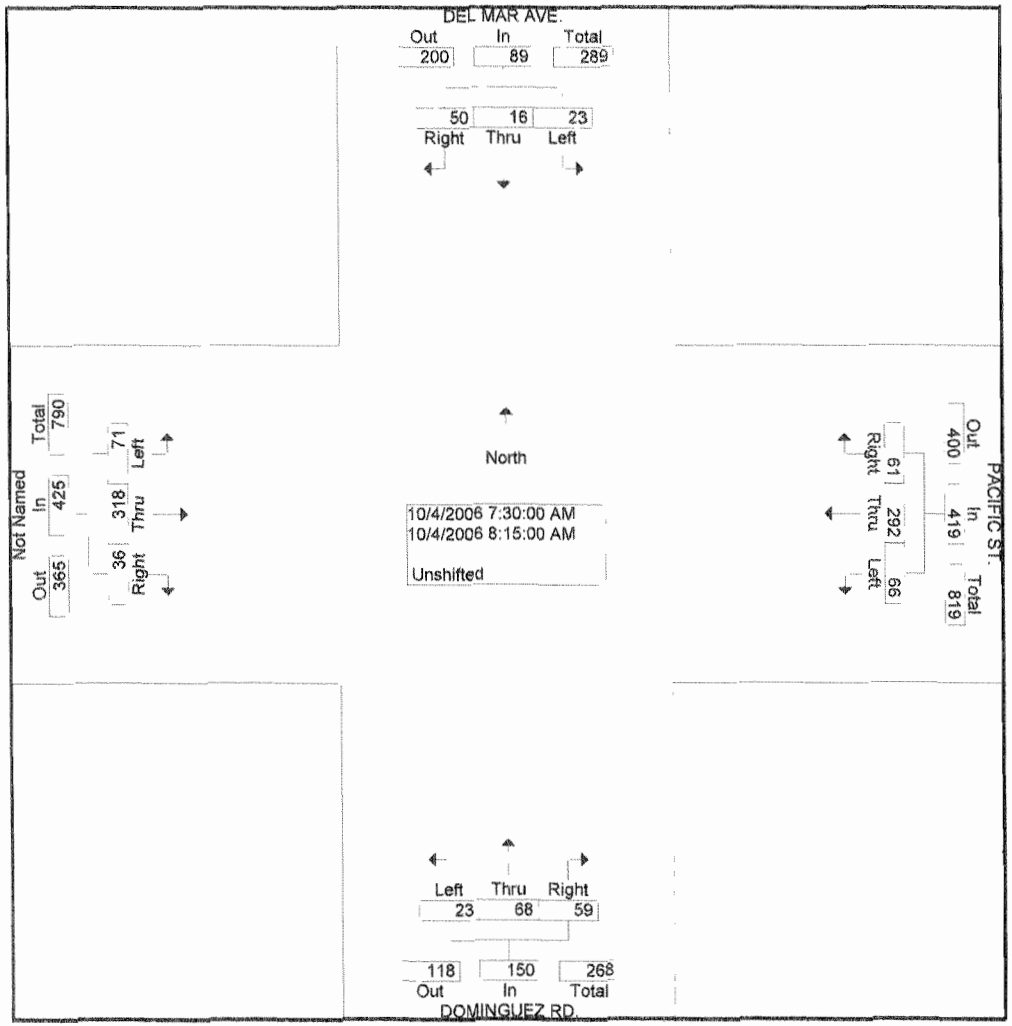

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File Name : F-Pacific-Dominguez
Site Code : 00000000
Start Date : 10/4/2006
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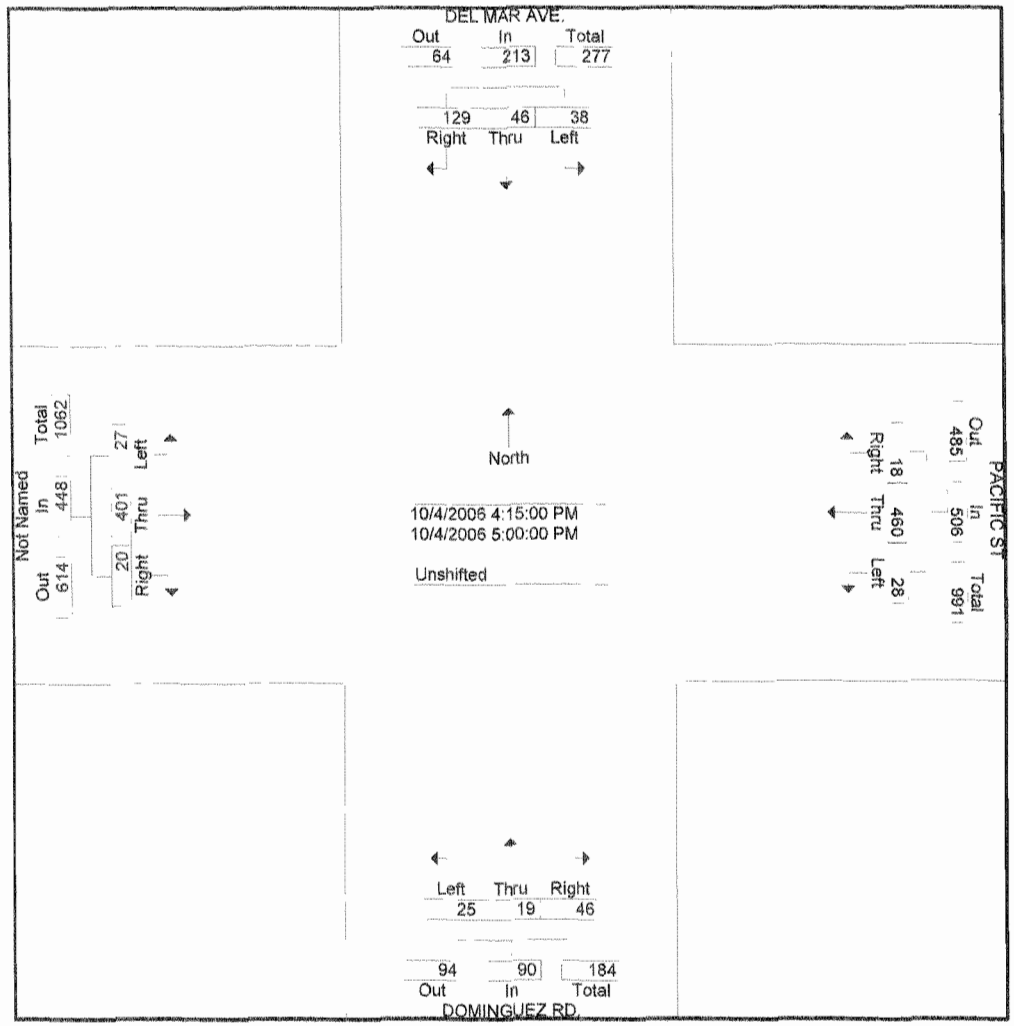
	DEL MAR AVE. Southbound				PACIFIC ST. Westbound				DOMINGUEZ RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:15																
Volume	129	46	38	213	18	460	28	506	46	19	25	90	20	401	27	448	1257
Percent	60.6	21.6	17.8		3.6	90.9	5.5		51.1	21.1	27.8		4.5	89.5	6.0		
16:30 Volume	31	12	10	53	3	130	8	141	13	1	7	21	6	101	3	110	325
Peak Factor																	0.967
High Int.	17:00				16:30				16:15				16:15				
Volume	53	17	13	83	3	130	8	141	14	5	9	28	5	107	8	120	
Peak Factor				0.642				0.897				0.804				0.933	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Dominguez Rd DATE: 08/26/2006 LOCATION: City of Rocklin

E-W STREET: Pacific St DAY: SATURDAY PROJECT# 06-7188-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	0	1	0	1	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	0	0	0	0	1	4	4	43	0	1	44	0	97
11:15 AM	2	1	2	2	2	2	2	55	2	4	53	1	128
11:30 AM	6	2	1	0	0	1	1	44	4	3	39	0	101
11:45 AM	1	1	1	2	3	4	3	67	3	2	58	1	146
12:00 PM	2	3	1	2	1	7	2	82	3	6	49	1	159
12:15 PM	2	4	2	1	2	3	3	74	1	2	74	3	171
12:30 PM	0	1	3	0	4	6	5	63	1	5	64	0	152
12:45 PM	1	1	3	1	2	4	6	56	2	4	51	2	133
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	14	13	13	8	15	31	26	484	16	27	432	8	1087

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	5	9	7	5	10	20	13	286	8	15	245	5	628
PEAK HR. FACTOR:		0.656			0.875			0.882			0.839		0.918

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

File Name : F-Granite-Dominguez
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

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Groups Printed- Unshifted

	GRANITE RD. Southbound				DOMINGUEZ RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	10	15	0	25	0	0	0	0	0	14	21	35	11	0	15	26	86
07:15	17	29	0	46	0	0	0	0	0	8	19	27	5	0	12	17	90
07:30	20	39	0	59	0	0	0	0	0	21	20	41	10	0	13	23	123
07:45	14	73	0	87	0	0	0	0	0	20	27	47	14	0	12	26	160
Total	61	156	0	217	0	0	0	0	0	63	87	150	40	0	52	92	459
08:00	10	58	0	68	0	0	0	0	0	26	21	47	26	0	4	30	145
08:15	12	76	0	88	0	0	0	0	0	16	15	31	16	0	7	23	142
08:30	11	48	0	59	0	0	0	0	0	28	23	51	14	0	13	27	137
08:45	10	40	0	50	0	0	0	0	0	23	7	30	21	0	11	32	112
Total	43	222	0	265	0	0	0	0	0	93	66	159	77	0	35	112	536
16:00	5	50	0	55	0	0	0	0	0	76	6	82	17	0	15	32	169
16:15	5	57	0	62	0	0	0	0	0	50	13	63	10	0	12	22	147
16:30	8	49	0	57	0	0	0	0	0	72	9	81	9	0	13	22	160
16:45	6	48	0	54	0	0	0	0	0	73	8	81	16	0	11	27	162
Total	24	204	0	228	0	0	0	0	0	271	36	307	52	0	51	103	638
17:00	6	46	0	52	0	0	0	0	0	84	8	92	20	0	26	46	190
17:15	4	54	0	58	0	0	0	0	0	64	5	69	18	0	10	28	155
17:30	3	35	0	38	0	0	0	0	0	77	7	84	5	0	7	12	134
17:45	7	42	0	49	0	0	0	0	0	68	8	76	11	0	3	14	139
Total	20	177	0	197	0	0	0	0	0	293	28	321	54	0	46	100	618
Grand Total	148	759	0	907	0	0	0	0	0	720	217	937	223	0	184	407	2251
Apprch %	16.3	83.7	0.0		0.0	0.0	0.0		0.0	76.8	23.2		54.8	0.0	45.2		
Total %	6.6	33.7	0.0	40.3	0.0	0.0	0.0	0.0	0.0	32.0	9.6	41.6	9.9	0.0	8.2	18.1	

	GRANITE RD. Southbound				DOMINGUEZ RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:45																
Volume	47	255	0	302	0	0	0	0	0	90	86	176	70	0	36	106	584
Percent	15.6	84.4	0.0		0.0	0.0	0.0		0.0	51.1	48.9		66.0	0.0	34.0		
07:45 Volume	14	73	0	87	0	0	0	0	0	20	27	47	14	0	12	26	160
Peak Factor																	0.913
High Int.	08:15				6:45:00 AM				08:30				08:00				
Volume	12	76	0	88	0	0	0	0	0	28	23	51	26	0	4	30	
Peak Factor				0.858								0.863				0.883	

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File Name : F-Granite-Dominguez
Site Code : 00000000
Start Date : 10/4/2006
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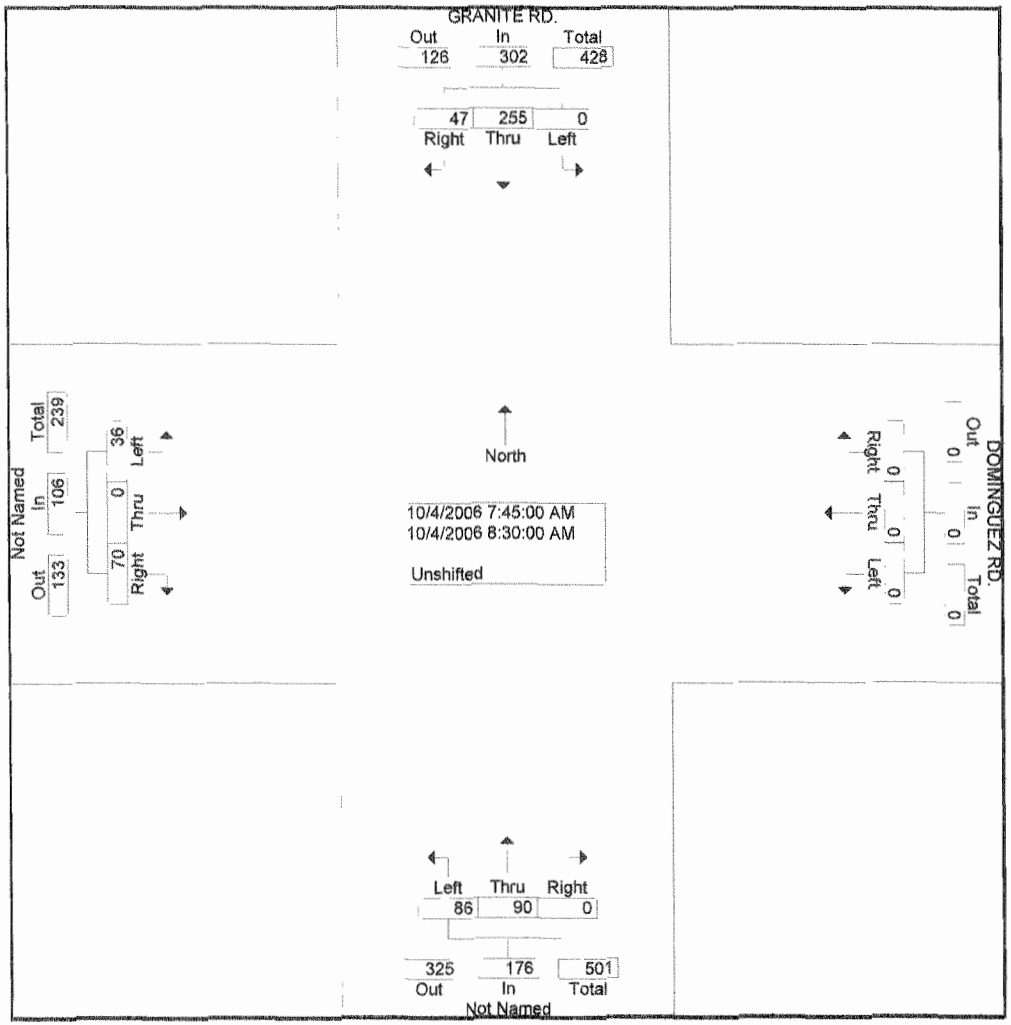

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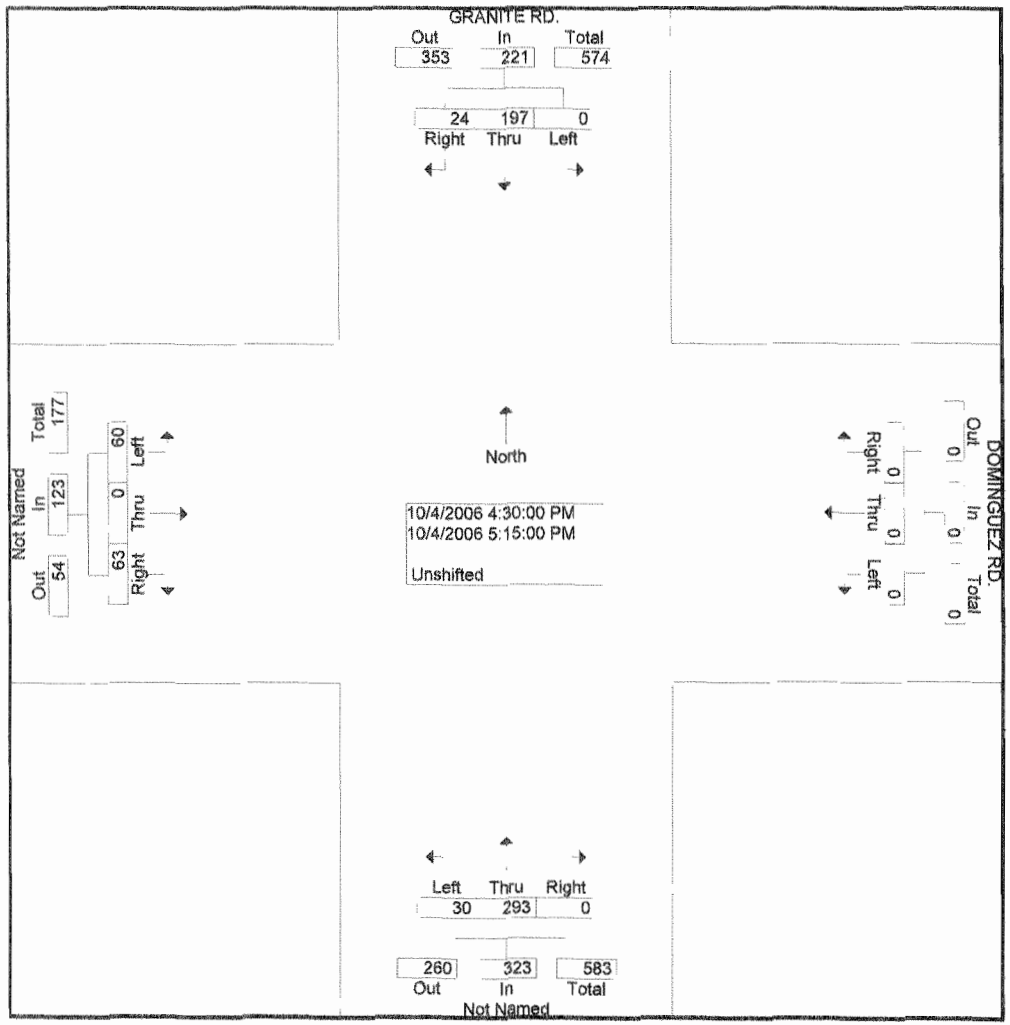
File Name : F-Granite-Dominguez
Site Code : 00000000
Start Date : 10/4/2006

	GRANITE RD. Southbound				DOMINGUEZ RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	24	197	0	221	0	0	0	0	0	293	30	323	63	0	60	123	667
Percent	10.9	89.1	0.0		0.0	0.0	0.0		0.0	90.7	9.3		51.2	0.0	48.8		
17:00 Volume	6	46	0	52	0	0	0	0	0	84	8	92	20	0	26	46	190
Peak Factor																	0.878
High Int.	17:15								17:00				17:00				
Volume	4	54	0	58	0	0	0	0	0	84	8	92	20	0	26	46	
Peak Factor				0.953								0.878				0.668	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Dominguez Rd DATE: 08/26/2006 LOCATION: City of Rocklin

E-W STREET: Granite Dr DAY: SATURDAY PROJECT# 06-7188-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	0	1	0	0	0	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM				1		2	0	35			42	0	80
11:15 AM				2		5	3	42			50	1	103
11:30 AM				2		6	5	36			57	3	109
11:45 AM				3		4	1	33			63	2	106
12:00 PM				0		4	2	41			48	2	97
12:15 PM				4		4	4	49			60	4	125
12:30 PM				2		7	1	41			72	2	125
12:45 PM				3		5	1	36			56	3	104
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 17	ST 0	SR 37	EL 17	ET 313	ER 0	WL 0	WT 448	WR 17	TOTAL 849

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	0	0	0	9	0	19	8	164	0	0	243	10	453
PEAK HR. FACTOR:		0.000			0.778			0.000			0.855		0.906

CONTROL: One-Way Stop

ALL TRAFFIC DATA INC.
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Taylor

CITY OF ROCKLIN

File Name : F-Sierra College-Pacific
Site Code : 00000000
Start Date : 10/10/2006
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Groups Printed- Unshifted

	SIERRA COLLEGE BLVD. Southbound				PACIFIC ST. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	25	96	9	130	2	16	37	55	27	77	29	133	10	28	10	48	366
07:15	32	120	4	156	8	56	34	98	41	64	21	126	13	45	16	74	454
07:30	54	104	8	166	13	55	63	131	39	57	39	135	14	51	15	80	512
07:45	51	116	6	173	6	63	48	117	32	62	56	150	21	39	20	80	520
Total	162	436	27	625	29	190	182	401	139	260	145	544	58	163	61	282	1852
08:00	30	86	5	121	4	58	27	89	30	60	37	127	19	36	14	69	406
08:15	33	100	4	137	3	62	44	109	36	48	24	108	16	38	28	82	436
08:30	32	85	6	123	3	40	26	69	31	41	44	116	19	41	16	76	384
08:45	20	93	10	123	3	46	39	88	27	55	39	121	20	36	19	75	407
Total	115	364	25	504	13	206	136	355	124	204	144	472	74	151	77	302	1633
16:00	32	87	7	126	7	68	55	130	85	151	43	279	29	72	43	144	679
16:15	32	95	7	134	8	65	46	119	62	129	34	225	23	67	26	116	594
16:30	24	95	3	122	15	71	61	147	59	157	22	238	21	89	50	160	667
16:45	21	64	9	94	6	62	45	113	47	114	21	182	24	77	33	134	523
Total	109	341	26	476	36	266	207	509	253	551	120	924	97	305	152	554	2463
17:00	28	84	8	120	14	65	49	128	64	122	14	200	28	86	27	141	589
17:15	22	86	6	114	10	55	46	111	98	150	28	276	22	86	38	146	647
17:30	19	86	10	115	21	52	41	114	51	153	28	232	20	68	23	111	572
17:45	16	80	3	99	6	43	47	96	40	130	19	189	16	64	27	107	491
Total	85	336	27	448	51	215	183	449	253	555	89	897	86	304	115	505	2299
Grand Total	471	1477	105	2053	129	877	708	1714	769	1570	498	2837	315	923	405	1643	8247
Apprch %	22.9	71.9	5.1		7.5	51.2	41.3		27.1	55.3	17.6		19.2	56.2	24.7		
Total %	5.7	17.9	1 3	24.9	1.6	10.6	8.6	20 8	9.3	19.0	6.0	34.4	3.8	11.2	4.9	19.9	

	SIERRA COLLEGE BLVD. Southbound				PACIFIC ST. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	167	426	23	616	31	232	172	435	142	243	153	538	67	171	65	303	1892
Percent	27.1	69.2	3.7		7.1	53.3	39.5		26.4	45.2	28.4		22.1	56.4	21.5		
07:45 Volume	51	116	6	173	6	63	48	117	32	62	56	150	21	39	20	80	520
Peak Factor																	0.910
High Int.	07:45				07:30				07:45				07:30				
Volume	51	116	6	173	13	55	63	131	32	62	56	150	14	51	15	80	
Peak Factor				0.890				0.830				0.897				0.947	

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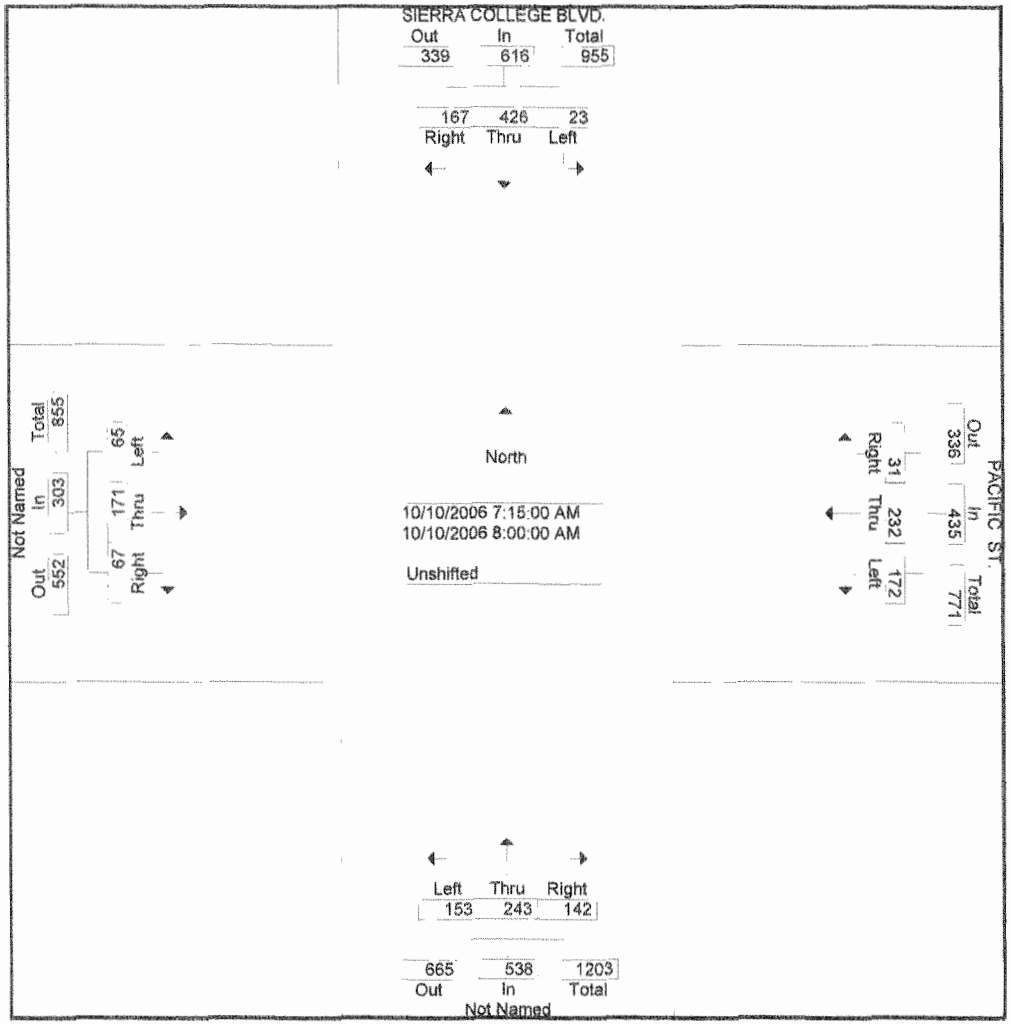

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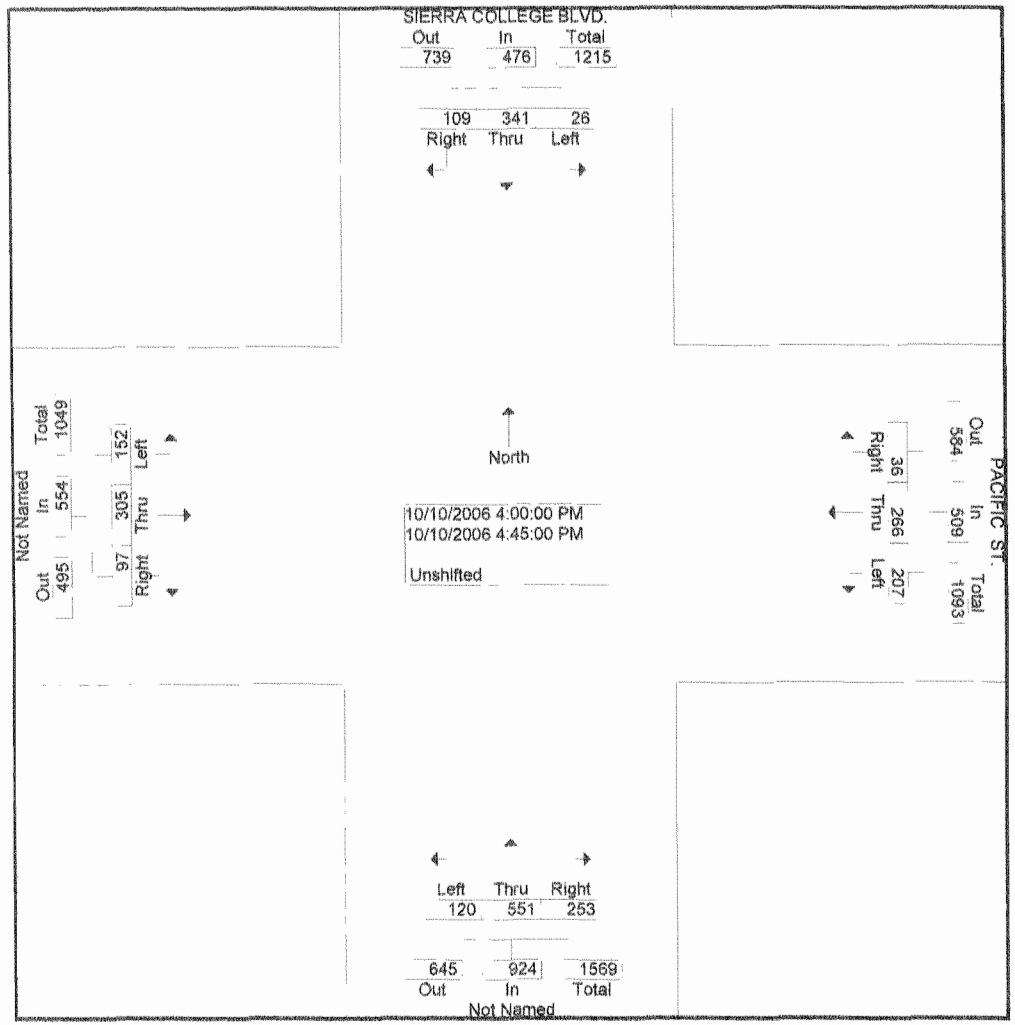
File Name : F-Sierra College-Pacific
Site Code : 00000000
Start Date : 10/10/2006

	SIERRA COLLEGE BLVD. Southbound				PACIFIC ST. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:00																	
Volume	109	341	26	476	36	266	207	509	253	551	120	924	97	305	152	554	2463
Percent	22.9	71.6	5.5		7.1	52.3	40.7		27.4	59.6	13.0		17.5	55.1	27.4		
16:00 Volume	32	87	7	126	7	68	55	130	85	151	43	279	29	72	43	144	679
Peak Factor																	0.907
High Int.	16:15				16:30				16:00				16:30				
Volume	32	95	7	134	15	71	61	147	85	151	43	279	21	89	50	160	
Peak Factor				0.888				0.866				0.828				0.866	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Taylor Rd DAY: SATURDAY PROJECT# 06-7188-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	1	1	1	1	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	9	52	15	5	62	18	10	38	5	21	35	5	275
11:15 AM	5	66	22	3	53	24	7	41	9	31	48	2	311
11:30 AM	7	79	16	8	75	17	6	36	5	17	33	4	303
11:45 AM	7	85	24	5	81	13	7	49	9	24	45	7	356
12:00 PM	4	70	12	9	69	17	9	65	5	19	38	3	320
12:15 PM	11	93	19	9	60	19	5	55	4	23	55	9	362
12:30 PM	6	76	14	6	57	11	4	51	10	17	64	5	321
12:45 PM	9	71	17	5	52	14	8	42	9	29	45	6	307
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 58	NT 592	NR 139	SL 50	ST 509	SR 133	EL 56	ET 377	ER 56	WL 181	WT 363	WR 41	TOTAL 2555

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	28	324	69	29	267	60	25	220	28	83	202	24	1359
PEAK HR. FACTOR:		0.856			0.899			0.864			0.888		0.939

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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FAX 786-2879

CITY OF ROCKLIN

File Name : F-Sierra College-Brace
Site Code : 00000000
Start Date : 10/5/2006
Page No : 1

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Groups Printed- Unshifted

	SIERRA COLLEGE BLVD. Southbound				BRACE RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	0	108	17	125	18	0	15	33	9	97	0	106	4	0	0	4	268
07:15	0	126	19	145	15	0	21	36	5	99	0	104	5	0	0	5	290
07:30	0	136	25	161	29	0	19	48	13	94	0	107	15	0	0	15	331
07:45	0	121	13	134	15	0	12	27	8	93	0	101	13	0	0	13	275
Total	0	491	74	565	77	0	67	144	35	383	0	418	37	0	0	37	1164
08:00	0	149	11	160	12	0	15	27	5	98	0	103	18	0	0	18	308
08:15	0	148	19	167	20	0	21	41	10	95	0	105	12	0	0	12	325
08:30	0	126	15	141	17	0	18	35	9	99	0	108	19	0	0	19	303
08:45	0	119	21	140	10	0	19	29	18	97	0	115	6	0	0	6	290
Total	0	542	66	608	59	0	73	132	42	389	0	431	55	0	0	55	1226
16:00	0	122	23	145	26	0	18	44	22	146	0	168	18	0	0	18	375
16:15	0	126	20	146	23	0	12	35	12	143	0	155	15	0	0	15	351
16:30	0	128	20	148	24	0	24	48	19	139	0	158	26	0	0	26	380
16:45	0	121	25	146	16	0	16	32	31	123	0	154	19	0	0	19	351
Total	0	497	88	585	89	0	70	159	84	551	0	635	78	0	0	78	1457
17:00	0	137	21	158	28	0	17	45	24	147	0	171	28	0	0	28	402
17:15	0	128	18	146	24	0	18	42	25	158	0	183	14	0	0	14	385
17:30	0	111	21	132	21	0	24	45	27	146	0	173	23	0	0	23	373
17:45	0	72	9	81	21	0	19	40	21	125	0	146	5	0	0	5	272
Total	0	448	69	517	94	0	78	172	97	576	0	673	70	0	0	70	1432
Grand Total	0	1978	297	2275	319	0	288	607	258	1899	0	2157	240	0	0	240	5279
Apprch %	0.0	86.9	13.1		52.6	0.0	47.4		12.0	88.0	0.0		100.0	0.0	0.0		
Total %	0.0	37.5	5.6	43.1	6.0	0.0	5.5	11.5	4.9	36.0	0.0	40.9	4.5	0.0	0.0	4.5	

	SIERRA COLLEGE BLVD. Southbound				BRACE RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	554	68	622	76	0	67	143	36	380	0	416	58	0	0	58	1239
Percent	0.0	89.1	10.9		53.1	0.0	46.9		8.7	91.3	0.0		100.0	0.0	0.0		
07:30 Volume	0	136	25	161	29	0	19	48	13	94	0	107	15	0	0	15	331
Peak Factor																	0.936
High Int.	08:15				07:30				07:30				08:00				
Volume	0	148	19	167	29	0	19	48	13	94	0	107	18	0	0	18	
Peak Factor				0.931				0.745				0.972				0.806	

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File Name : F-Sierra College-Brace
Site Code : 00000000
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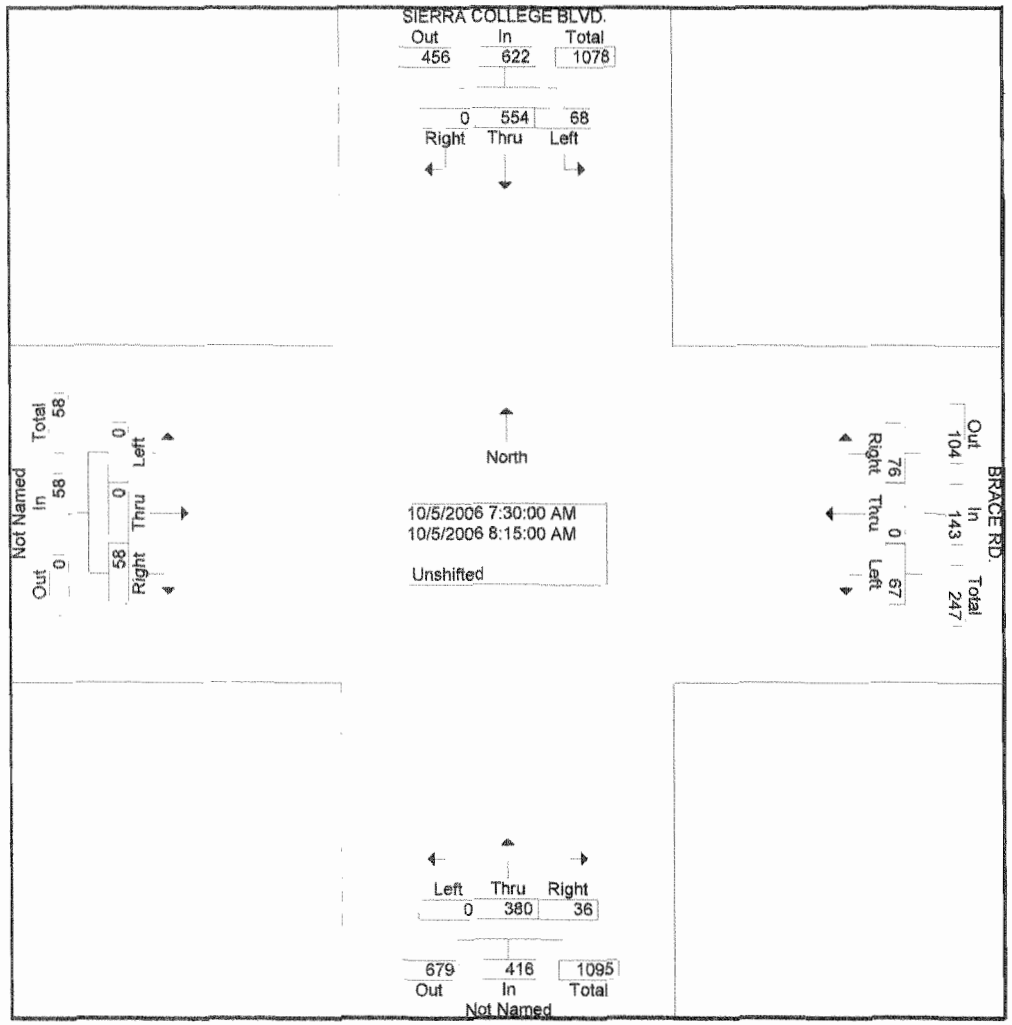

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File Name : F-Sierra College-Brace
Site Code : 00000000
Start Date : 10/5/2006
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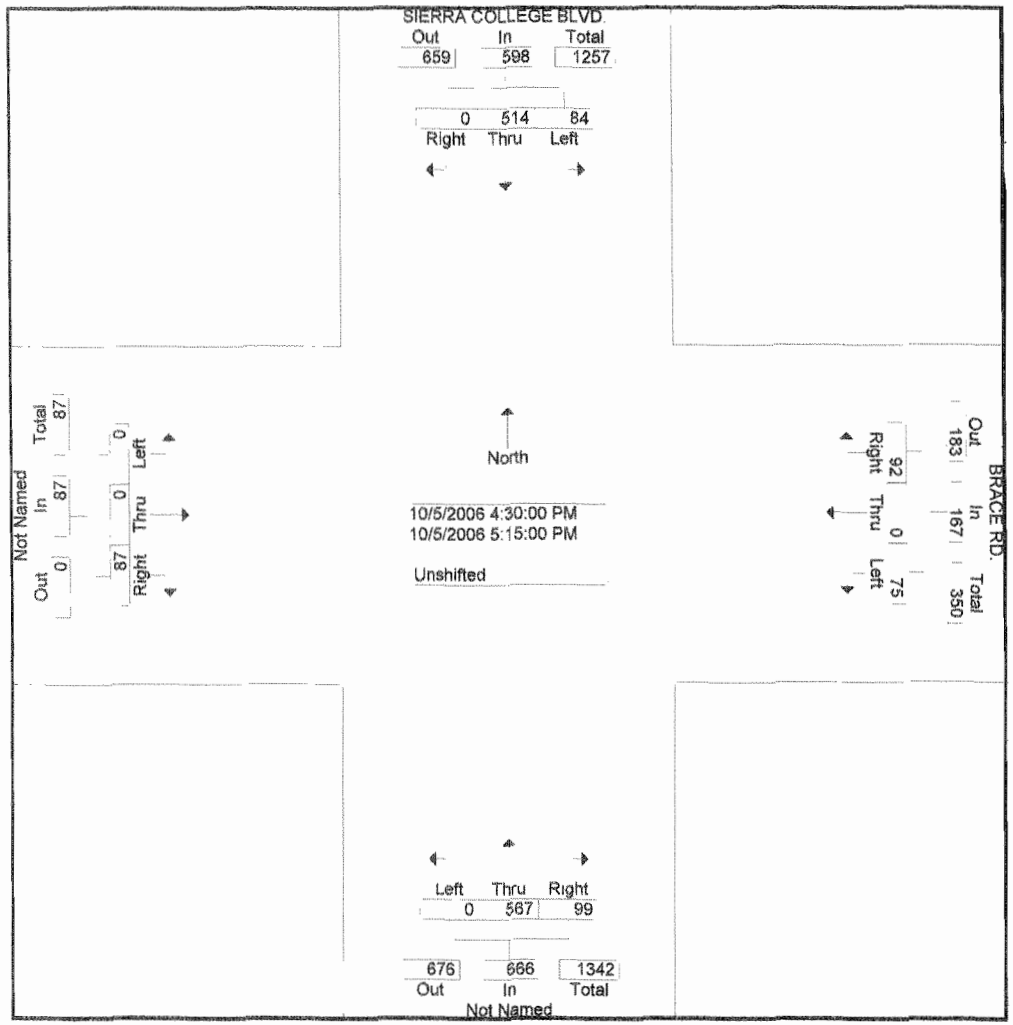
	SIERRA COLLEGE BLVD. Southbound				BRACE RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	0	514	84	598	92	0	75	167	99	567	0	666	87	0	0	87	1518
Percent	0.0	86.0	14.0		55.1	0.0	44.9		14.9	85.1	0.0		100.0	0.0	0.0		
17:00 Volume	0	137	21	158	28	0	17	45	24	147	0	171	28	0	0	28	402
Peak Factor																	0.944
High Int.	17:00				16:30				17:15				17:00				
Volume	0	137	21	158	24	0	24	48	25	158	0	183	28	0	0	28	
Peak Factor				0.946				0.870				0.910				0.777	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Brace Rd DAY: SATURDAY PROJECT# 06-7188-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	1	0	0	0	1	1	0	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM		66	8	10	87				5	11		9	196
11:15 AM		78	5	7	81				5	20		13	209
11:30 AM		90	2	11	96				3	11		6	219
11:45 AM		100	3	9	104				1	7		6	230
12:00 PM		90	2	6	92				4	10		9	213
12:15 PM		103	4	5	82				6	15		14	229
12:30 PM		97	6	9	72				3	12		8	207
12:45 PM		88	9	13	60				4	8		7	189
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	0	712	39	70	674	0	0	0	31	94	0	72	1692

NOON Peak Hr Begins at: 1130 AM

PEAK VOLUMES =	0	383	11	31	374	0	0	0	14	43	0	35	891
PEAK HR. FACTOR:		0.921			0.896			0.583			0.672		0.968

CONTROL: Signalized

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CITY OF ROCKLIN

File Name : F-Sierra Coll-Granite Rd
Site Code : 00000000
Start Date : 10/5/2006
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Groups Printed- Unshifted

	SIERRA COLLEGE BLVD. Southbound				GRANITE RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	7	106	17	130	9	5	28	42	22	73	15	110	15	4	3	22	304
07:15	15	106	16	137	5	5	33	43	23	87	31	141	8	4	5	17	338
07:30	9	111	22	142	7	8	34	49	20	88	27	135	4	7	10	21	347
07:45	14	126	31	171	10	9	27	46	19	107	56	182	12	7	10	29	428
Total	45	449	86	580	31	27	122	180	84	355	129	568	39	22	28	89	1417
08:00	19	123	22	164	16	7	36	59	11	84	39	134	30	8	5	43	400
08:15	21	116	28	165	8	6	29	43	24	89	30	143	15	3	9	27	378
08:30	17	108	26	151	5	4	33	42	11	92	24	127	12	5	10	27	347
08:45	22	97	24	143	5	5	35	45	18	91	25	134	31	10	20	61	383
Total	79	444	100	623	34	22	133	189	64	356	118	538	88	26	44	158	1508
16:00	18	116	16	150	6	4	22	32	12	147	33	192	46	5	27	78	452
16:15	15	123	12	150	6	5	27	38	18	116	23	157	41	3	25	69	414
16:30	20	116	21	157	8	3	27	38	15	116	24	155	36	6	28	70	420
16:45	20	124	15	159	7	4	20	31	19	115	22	156	34	6	31	71	417
Total	73	479	64	616	27	16	96	139	64	494	102	660	157	20	111	288	1703
17:00	13	135	17	165	13	2	34	49	23	131	26	180	61	12	37	110	504
17:15	8	139	19	166	5	7	36	48	17	157	18	192	41	7	34	82	488
17:30	26	106	19	151	10	7	22	39	13	123	30	166	42	7	29	78	434
17:45	8	71	6	85	7	2	23	32	20	105	28	153	36	7	24	67	337
Total	55	451	61	567	35	18	115	168	73	516	102	691	180	33	124	337	1763
Grand Total	252	1823	311	2386	127	83	466	676	285	1721	451	2457	464	101	307	872	6391
Apprch %	10.6	76.4	13.0		18.8	12.3	68.9		11.6	70.0	18.4		53.2	11.6	35.2		
Total %	3.9	28.5	4.9	37.3	2.0	1.3	7.3	10.6	4.5	26.9	7.1	38.4	7.3	1.6	4.8	13.6	

	SIERRA COLLEGE BLVD. Southbound				GRANITE RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	63	476	103	642	41	30	126	197	74	368	152	594	61	25	34	120	1553
Percent	9.8	74.1	16.0		20.8	15.2	64.0		12.5	62.0	25.6		50.8	20.8	28.3		
07:45 Volume	14	126	31	171	10	9	27	46	19	107	56	182	12	7	10	29	428
Peak Factor																	0.907
High Int.	07:45				08:00				07:45				08:00				
Volume	14	126	31	171	16	7	36	59	19	107	56	182	30	8	5	43	
Peak Factor				0.939				0.835				0.816				0.698	

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File Name : F-Sierra Coll-Granite Rd
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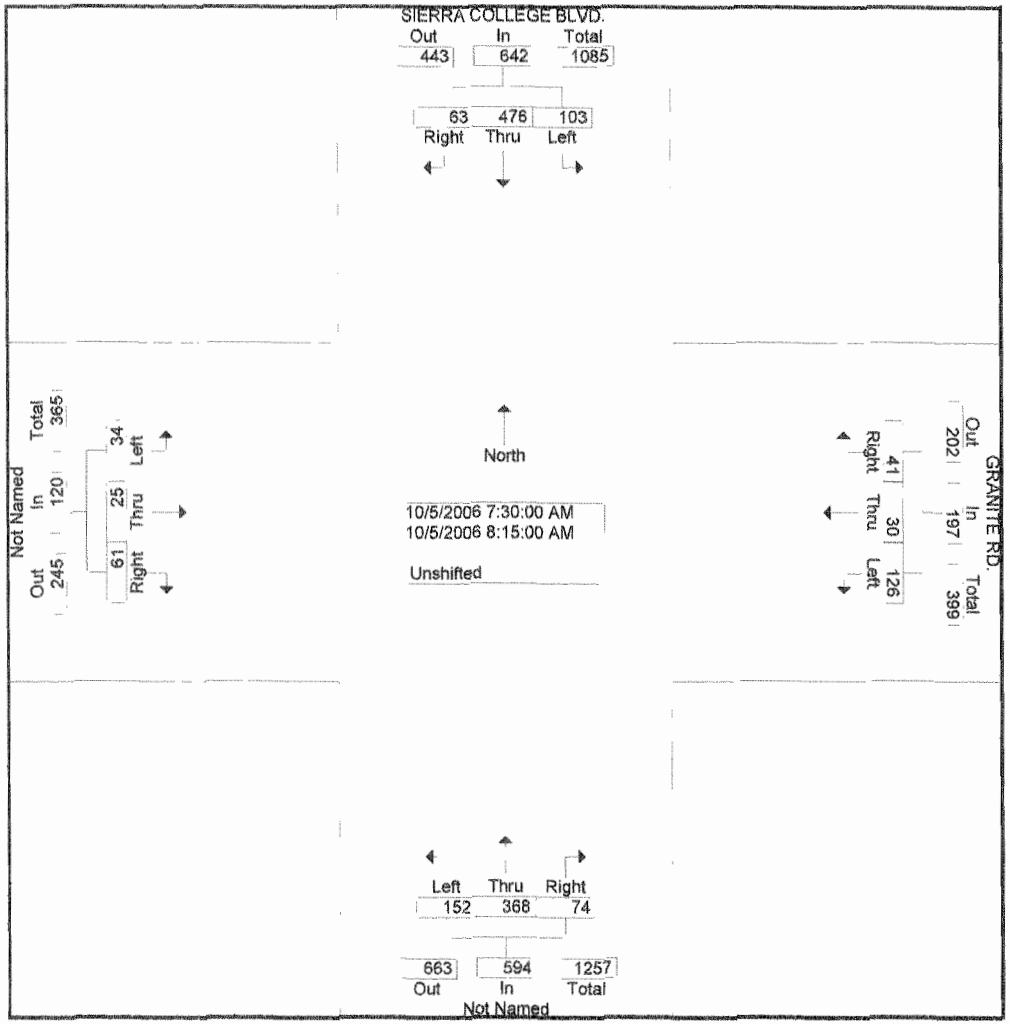

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File Name : F-Sierra Coll-Granite Rd
Site Code : 00000000
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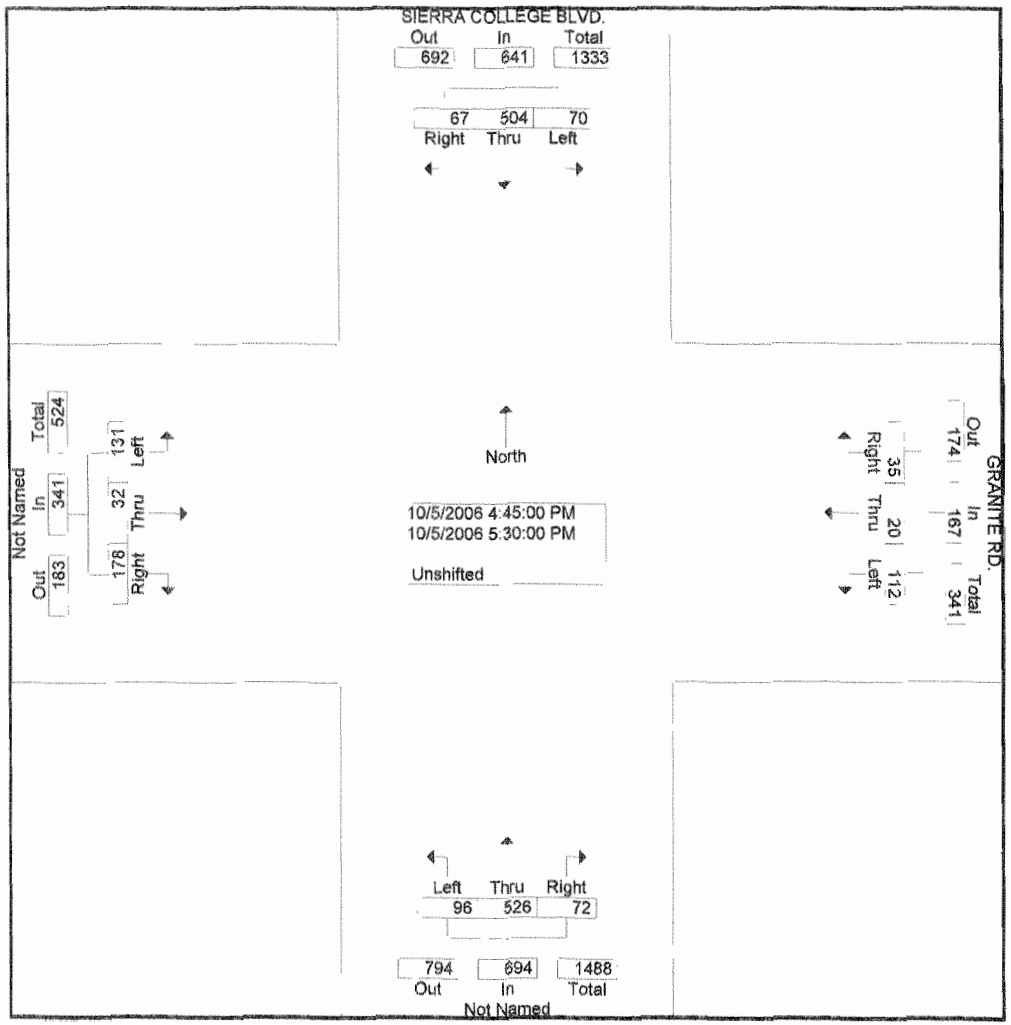
	SIERRA COLLEGE BLVD. Southbound				GRANITE RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	67	504	70	641	35	20	112	167	72	526	96	694	178	32	131	341	1843
Percent	10.5	78.6	10.9		21.0	12.0	67.1		10.4	75.8	13.8		52.2	9.4	38.4		
17:00 Volume	13	135	17	165	13	2	34	49	23	131	26	180	61	12	37	110	504
Peak Factor																	0.914
High Int.	17:15				17:00				17:15				17:00				
Volume	8	139	19	166	13	2	34	49	17	157	18	192	61	12	37	110	
Peak Factor				0.965				0.852				0.904				0.775	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Granite Dr DAY: SATURDAY PROJECT# 06-7188-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	1	2	1	1	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	24	46	23	15	42	26	21	10	17	31	6	2	263
11:15 AM	35	56	32	23	50	37	31	7	14	43	4	3	335
11:30 AM	46	62	17	16	55	29	27	6	16	28	2	5	309
11:45 AM	38	78	22	19	64	31	24	5	25	36	4	7	353
12:00 PM	31	71	20	12	70	27	20	6	13	31	2	4	307
12:15 PM	44	84	32	11	77	22	26	5	17	29	5	9	361
12:30 PM	33	65	20	14	67	18	37	3	23	23	7	5	315
12:45 PM	25	56	16	11	55	14	44	4	18	18	3	5	269
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 276	NT 518	NR 182	SL 121	ST 480	SR 204	EL 230	ET 46	ER 143	WL 239	WT 33	WR 40	TOTAL 2512

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	146	298	94	56	278	98	107	19	78	119	18	25	1336
PEAK HR. FACTOR:		0.841			0.947			0.810			0.862		0.925

CONTROL: Signalized

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CITY OF ROCKLIN

File Name : F-Sierra College-I80 wb ramps
Site Code : 00000000
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Groups Printed- Unshifted

	SIERRA COLLEGE BLVD. Southbound				I80 WB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	0	96	42	138	38	0	83	121	6	80	0	86	0	0	0	0	345
07:15	0	104	43	147	53	0	116	169	6	82	0	88	0	0	0	0	404
07:30	0	102	39	141	42	0	104	146	6	88	0	94	0	0	0	0	381
07:45	0	127	59	186	73	0	88	161	9	115	0	124	0	0	0	0	471
Total	0	429	183	612	206	0	391	597	27	365	0	392	0	0	0	0	1601
08:00	0	125	65	190	43	0	67	110	14	89	0	103	0	0	0	0	403
08:15	0	95	69	164	46	0	82	128	10	93	0	103	0	0	0	0	395
08:30	0	87	56	143	55	0	71	126	16	80	0	96	0	0	0	0	365
08:45	0	103	62	165	44	0	96	140	11	83	0	94	0	0	0	0	399
Total	0	410	252	662	188	0	316	504	51	345	0	396	0	0	0	0	1562
16:00	0	108	66	174	42	0	68	110	6	141	0	147	0	0	0	0	431
16:15	0	143	56	199	47	0	57	104	11	125	0	136	0	0	0	0	439
16:30	0	125	61	186	34	0	69	103	12	118	0	130	0	0	0	0	419
16:45	0	138	36	174	41	0	83	124	9	116	0	125	0	0	0	0	423
Total	0	514	219	733	164	0	277	441	38	500	0	538	0	0	0	0	1712
17:00	0	158	65	223	42	0	83	125	6	141	0	147	0	0	0	0	495
17:15	0	156	65	221	41	0	77	118	13	149	0	162	0	0	0	0	501
17:30	0	124	47	171	35	0	77	112	10	127	0	137	0	0	0	0	420
17:45	0	89	46	135	31	0	80	111	6	122	0	128	0	0	0	0	374
Total	0	527	223	750	149	0	317	466	35	539	0	574	0	0	0	0	1790
Grand Total	0	1880	877	2757	707	0	1301	2008	151	1749	0	1900	0	0	0	0	6665
Apprch %	0.0	68.2	31.8		35.2	0.0	64.8		7.9	92.1	0.0		0.0	0.0	0.0		
Total %	0.0	28.2	13.2	41.4	10.6	0.0	19.5	30.1	2.3	26.2	0.0	28.5	0.0	0.0	0.0	0.0	

	SIERRA COLLEGE BLVD. Southbound				I80 WB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	0	458	206	664	211	0	375	586	35	374	0	409	0	0	0	0	1659
Percent	0.0	69.0	31.0		36.0	0.0	64.0		8.6	91.4	0.0		0.0	0.0	0.0		
07:45 Volume	0	127	59	186	73	0	88	161	9	115	0	124	0	0	0	0	471
Peak Factor																	0.881
High Int.	08:00				07:15				07:45				6:45:00 AM				
Volume	0	125	65	190	53	0	116	169	9	115	0	124					
Peak Factor				0.874				0.867				0.825					

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File Name : F-Sierra College-I80 wb ramps
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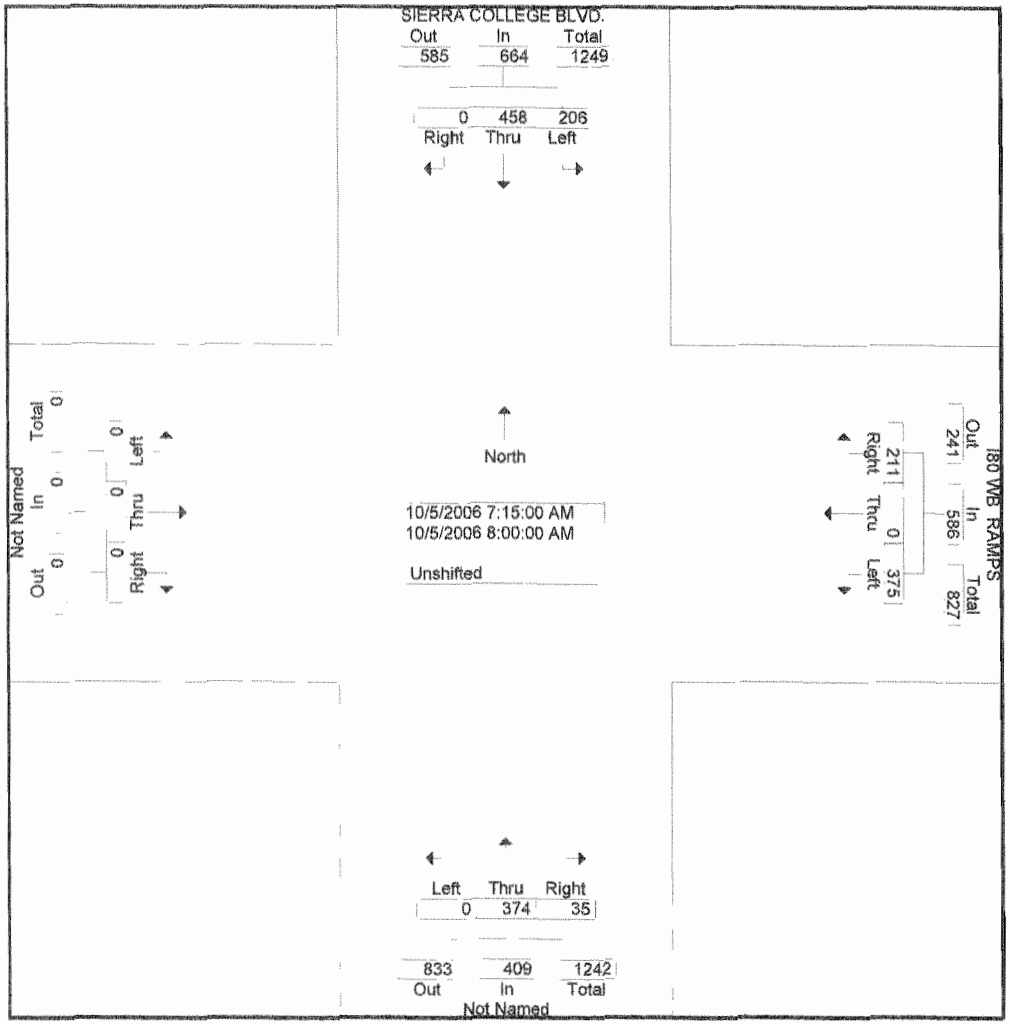

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File Name : F-Sierra College-I80 wb ramps
Site Code : 00000000
Start Date : 10/5/2006
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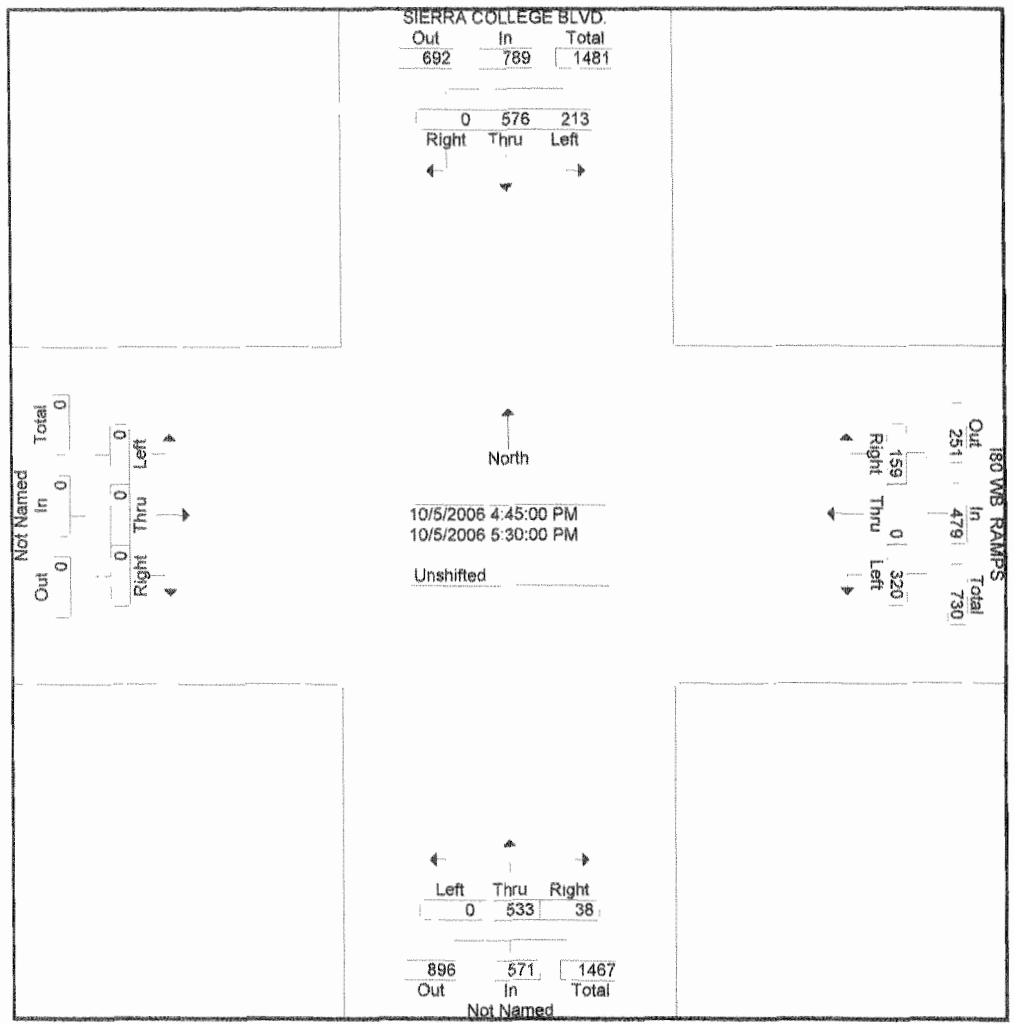
	SIERRA COLLEGE BLVD. Southbound				I80 WB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	0	576	213	789	159	0	320	479	38	533	0	571	0	0	0	0	1839
Percent	0.0	73.0	27.0		33.2	0.0	66.8		6.7	93.3	0.0		0.0	0.0	0.0		
17:15 Volume	0	156	65	221	41	0	77	118	13	149	0	162	0	0	0	0	501
Peak Factor																	0.918
High Int.	17:00				17:00				17:15								
Volume	0	158	65	223	42	0	83	125	13	149	0	162					
Peak Factor				0.885				0.958				0.881					



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: I-80 SB Ramp DAY: SATURDAY PROJECT# 06-7188-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	0	1	0	.5	.5	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM		100	15	39	68					24		2	248
11:15 AM		107	22	45	61					48		8	291
11:30 AM		85	27	36	88					41		4	281
11:45 AM		114	19	28	52					21		7	241
12:00 PM		119	26	31	65					46		8	295
12:15 PM		104	13	34	83					45		5	284
12:30 PM		113	10	27	75					31		9	265
12:45 PM		153	20	21	96					40		6	336
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 0	NT 895	NR 152	SL 261	ST 588	SR 0	EL 0	ET 0	ER 0	WL 296	WT 0	WR 49	TOTAL 2241

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	0	489	69	113	319	0	0	0	0	162	0	28	1180
PEAK HR. FACTOR:		0.806			0.923			0.000			0.880		0.878

CONTROL: Signalized

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CITY OF ROCKLIN

File Name : F-Sierra College-I80 EB
Site Code : 00000000
Start Date : 11/5/2006
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	SIERRA COLLEGE BLVD. Southbound				I80 EB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	23	149	0	172	0	0	0	0	0	59	50	109	4	0	35	39	320
07:15	25	189	0	214	0	0	0	0	0	64	72	136	9	0	51	60	410
07:30	24	176	0	200	0	0	0	0	0	56	91	147	42	0	56	98	445
07:45	29	200	0	229	0	0	0	0	0	86	59	145	49	0	60	109	483
Total	101	714	0	815	0	0	0	0	0	265	272	537	104	0	202	306	1658
08:00	44	151	0	195	0	0	0	0	0	83	48	131	15	0	39	54	380
08:15	45	132	0	177	0	0	0	0	0	71	53	124	17	0	53	70	371
08:30	34	128	0	162	0	0	0	0	0	57	52	109	6	0	34	40	311
08:45	39	163	0	202	0	0	0	0	0	46	61	107	14	0	45	59	368
Total	162	574	0	736	0	0	0	0	0	257	214	471	52	0	171	223	1430
16:00	48	135	0	183	0	0	0	0	0	94	79	173	9	0	58	67	423
16:15	55	149	0	204	0	0	0	0	0	89	91	180	5	0	53	58	442
16:30	42	146	0	188	0	0	0	0	0	81	78	159	7	0	54	61	408
16:45	58	158	0	216	0	0	0	0	0	84	78	162	9	0	48	57	435
Total	203	588	0	791	0	0	0	0	0	348	326	674	30	0	213	243	1708
17:00	54	170	0	224	0	0	0	0	0	96	94	190	10	0	58	68	482
17:15	60	185	0	245	0	0	0	0	0	114	93	207	4	0	57	61	513
17:30	52	147	0	199	0	0	0	0	0	93	69	162	8	0	48	56	417
17:45	36	133	0	169	0	0	0	0	0	77	99	176	2	0	52	54	399
Total	202	635	0	837	0	0	0	0	0	380	355	735	24	0	215	239	1811
Grand Total	668	2511	0	3179	0	0	0	0	0	1250	1167	2417	210	0	801	1011	6607
Apprch %	21.0	79.0	0.0		0.0	0.0	0.0		0.0	51.7	48.3		20.8	0.0	79.2		
Total %	10.1	38.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	18.9	17.7	36.6	3.2	0.0	12.1	15.3	

	SIERRA COLLEGE BLVD. Southbound				I80 EB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	122	716	0	838	0	0	0	0	0	289	270	559	115	0	206	321	1718
Percent	14.6	85.4	0.0		0.0	0.0	0.0		0.0	51.7	48.3		35.8	0.0	64.2		
07:45 Volume	29	200	0	229	0	0	0	0	0	86	59	145	49	0	60	109	483
Peak Factor																	0.889
High Int.	07:45				6:45:00 AM				07:30				07:45				
Volume	29	200	0	229	0	0	0	0	0	56	91	147	49	0	60	109	
Peak Factor				0.915								0.951				0.736	

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File Name : F-Sierra College-I80 EB
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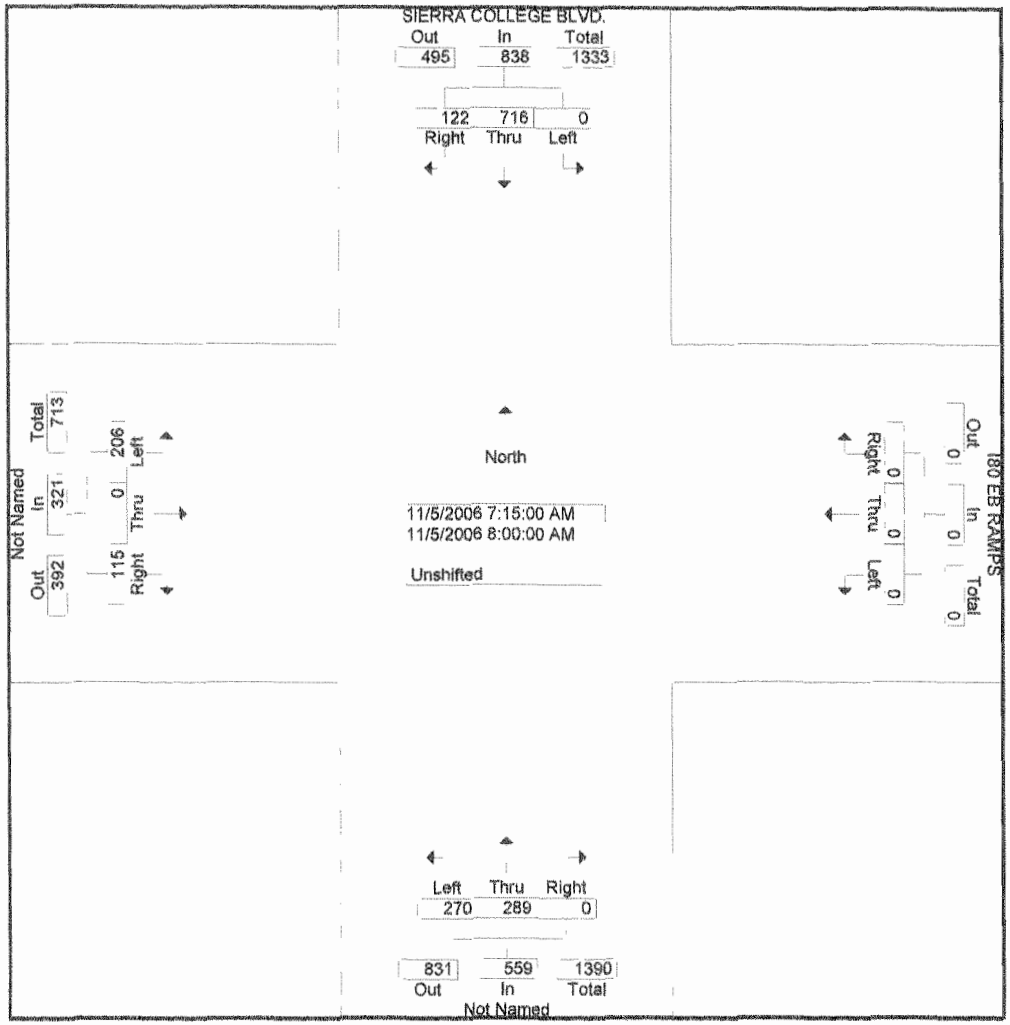

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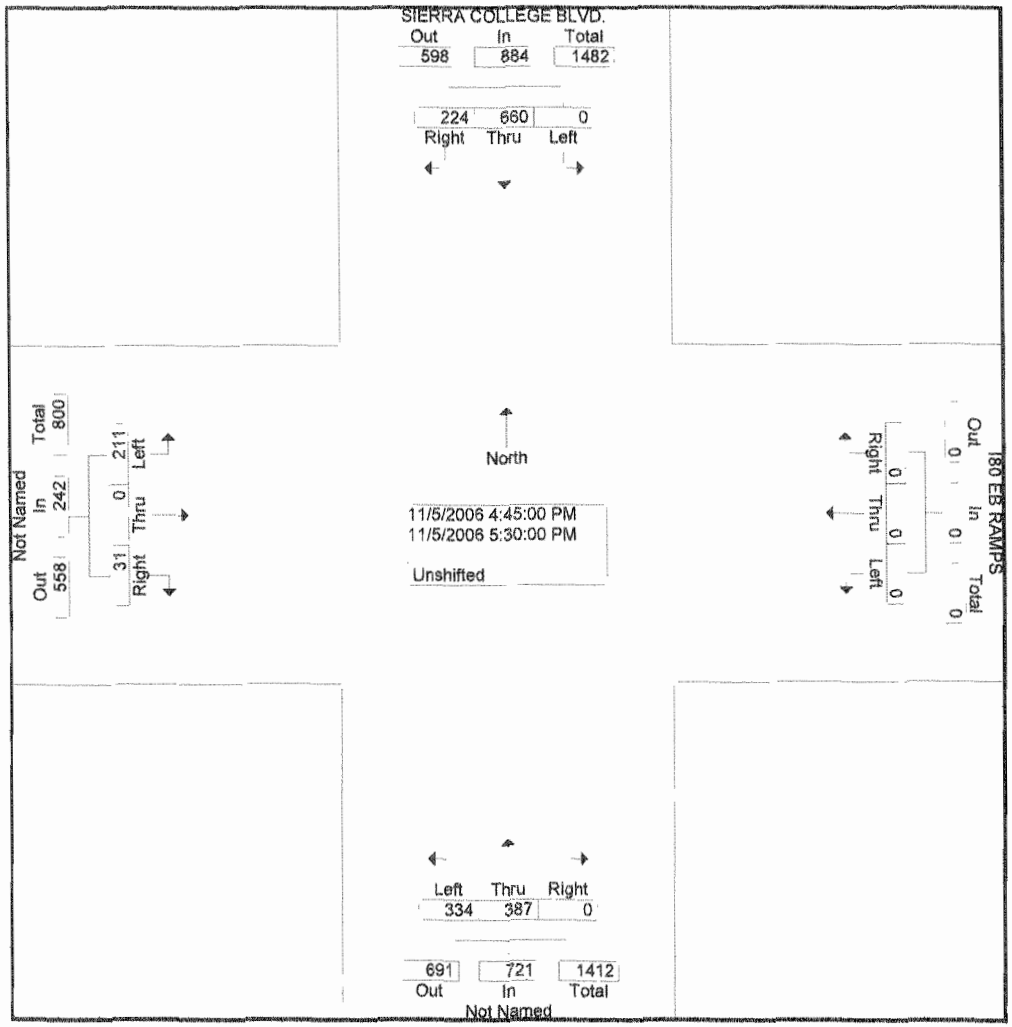
File Name : F-Sierra College-I80 EB
Site Code : 00000000
Start Date : 11/5/2006

	SIERRA COLLEGE BLVD. Southbound				I80 EB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	224	660	0	884	0	0	0	0	0	387	334	721	31	0	211	242	1847
Percent	25.3	74.7	0.0		0.0	0.0	0.0		0.0	53.7	46.3		12.8	0.0	87.2		
17:15 Volume	60	185	0	245	0	0	0	0	0	114	93	207	4	0	57	61	513
Peak Factor																	0.900
High Int.	17:15								17:15				17:00				
Volume	60	185	0	245	0	0	0	0	0	114	93	207	10	0	58	68	
Peak Factor				0.902								0.871				0.890	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: I-80 NB Ramp DAY: SATURDAY PROJECT# 06-7188-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1			1	0	1		1				
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	26	74		1	79	6	36		27				249
11:15 AM	32	89		0	93	9	41		33				297
11:30 AM	40	83		3	116	6	53		38				339
11:45 AM	34	70		0	76	4	58		29				271
12:00 PM	38	77		1	88	14	65		38				321
12:15 PM	33	66		4	101	18	58		44				324
12:30 PM	37	69		2	93	25	50		42				318
12:45 PM	43	78		1	125	21	74		68				410
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	283	606	0	12	771	103	435	0	319	0	0	0	2529

NOON Peak Hr Begins at: 1200 PM

Adjusted to ø no existing SL lane

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	151	290	0	8	407	78	247	0	192	0	0	0	1373
PEAK HR. FACTOR:		0.911			0.838			0.773			0.000		0.837

CONTROL: Signalized

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CITY OF ROCKLIN

File Name : F-Sierra College-Rocklin Rd
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

Groups Printed- Unshifted

	SIERRA COLLEGE BLVD. Southbound				ROCKLIN RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	9	113	8	130	7	40	13	60	4	106	62	172	26	38	14	78	440
07:15	15	111	15	141	13	46	10	69	9	105	81	195	50	30	17	97	502
07:30	17	100	15	132	20	41	16	77	16	127	106	249	61	14	13	88	546
07:45	7	79	13	99	23	45	26	94	19	109	112	240	72	30	24	126	559
Total	48	403	51	502	63	172	65	300	48	447	361	856	209	112	68	389	2047
08:00	8	142	7	157	10	41	15	66	14	122	91	227	59	40	15	114	564
08:15	7	92	14	113	12	43	11	66	7	103	90	200	77	25	13	115	494
08:30	8	106	12	126	10	27	13	50	5	85	59	149	76	38	14	128	453
08:45	16	91	21	128	13	34	8	55	9	77	65	151	58	28	27	113	447
Total	39	431	54	524	45	145	47	237	35	387	305	727	270	131	69	470	1958
16:00	13	119	21	153	9	30	11	50	10	138	73	221	94	72	41	207	631
16:15	16	115	10	141	10	29	9	48	9	145	71	225	81	62	21	164	578
16:30	22	110	16	148	9	35	10	54	11	106	75	192	95	56	32	183	577
16:45	18	139	15	172	11	31	8	50	14	131	82	227	101	69	54	224	673
Total	69	483	62	614	39	125	38	202	44	520	301	865	371	259	148	778	2459
17:00	12	115	22	149	9	37	5	51	17	153	76	246	130	69	52	251	697
17:15	23	126	13	162	5	33	6	44	8	149	72	229	75	53	27	155	590
17:30	25	125	17	167	12	38	11	61	13	171	68	252	98	44	38	180	660
17:45	10	118	9	137	8	41	13	62	9	129	109	247	80	56	34	170	616
Total	70	484	61	615	34	149	35	218	47	602	325	974	383	222	151	756	2563
Grand Total	226	1801	228	2255	181	591	185	957	174	1956	1292	3422	1233	724	436	2393	9027
Apprch %	10.0	79.9	10.1		18.9	61.8	19.3		5.1	57.2	37.8		51.5	30.3	18.2		
Total %	2.5	20.0	2.5	25.0	2.0	6.5	2.0	10.6	1.9	21.7	14.3	37.9	13.7	8.0	4.8	26.5	

	SIERRA COLLEGE BLVD. Southbound				ROCKLIN RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	47	432	50	529	66	173	67	306	58	463	390	911	242	114	69	425	2171
Percent	8.9	81.7	9.5		21.6	56.5	21.9		6.4	50.8	42.8		56.9	26.8	16.2		
08:00 Volume	8	142	7	157	10	41	15	66	14	122	91	227	59	40	15	114	564
Peak Factor																	0.962
High Int.	08:00				07:45				07:30				07:45				
Volume	8	142	7	157	23	45	26	94	16	127	106	249	72	30	24	126	
Peak Factor				0.842				0.814				0.915				0.843	

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File Name : F-Sierra College-Rocklin Rd
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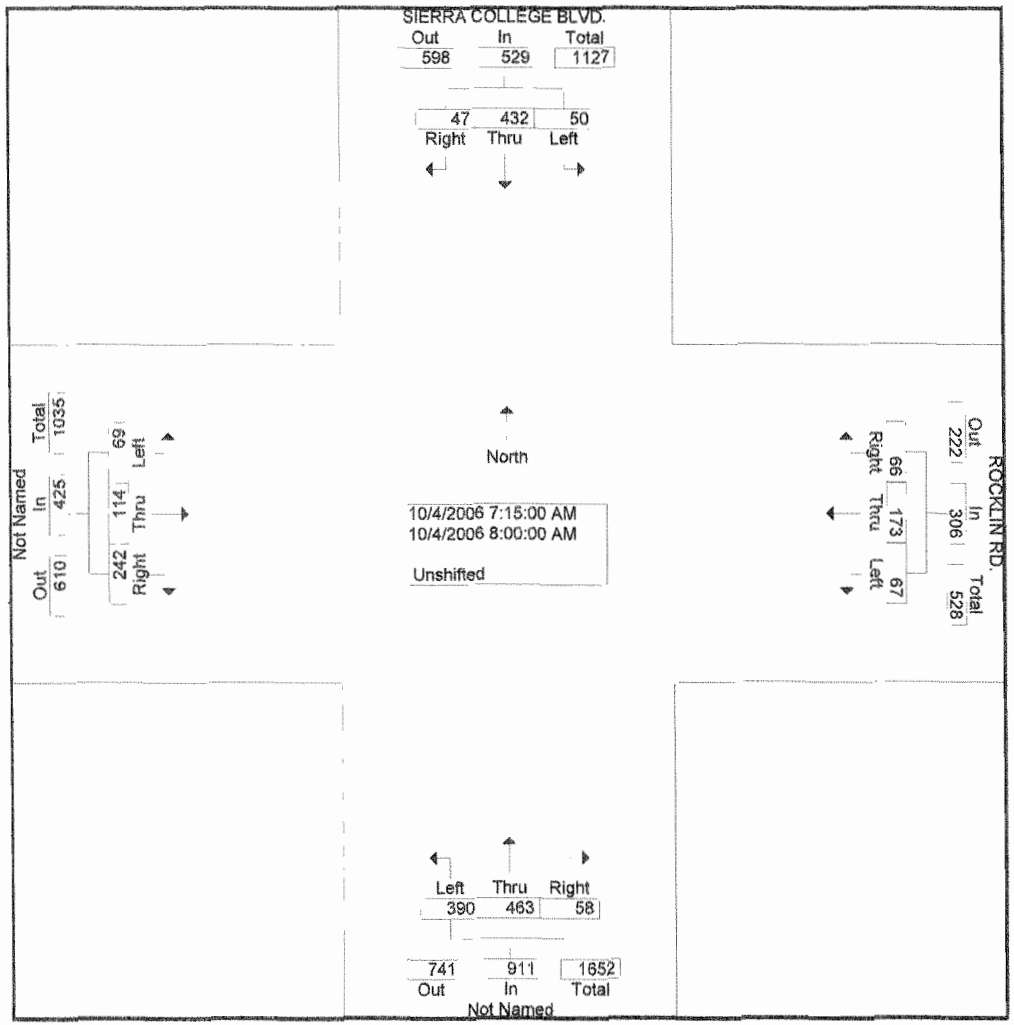

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File Name : F-Sierra College-Rocklin Rd
Site Code : 00000000
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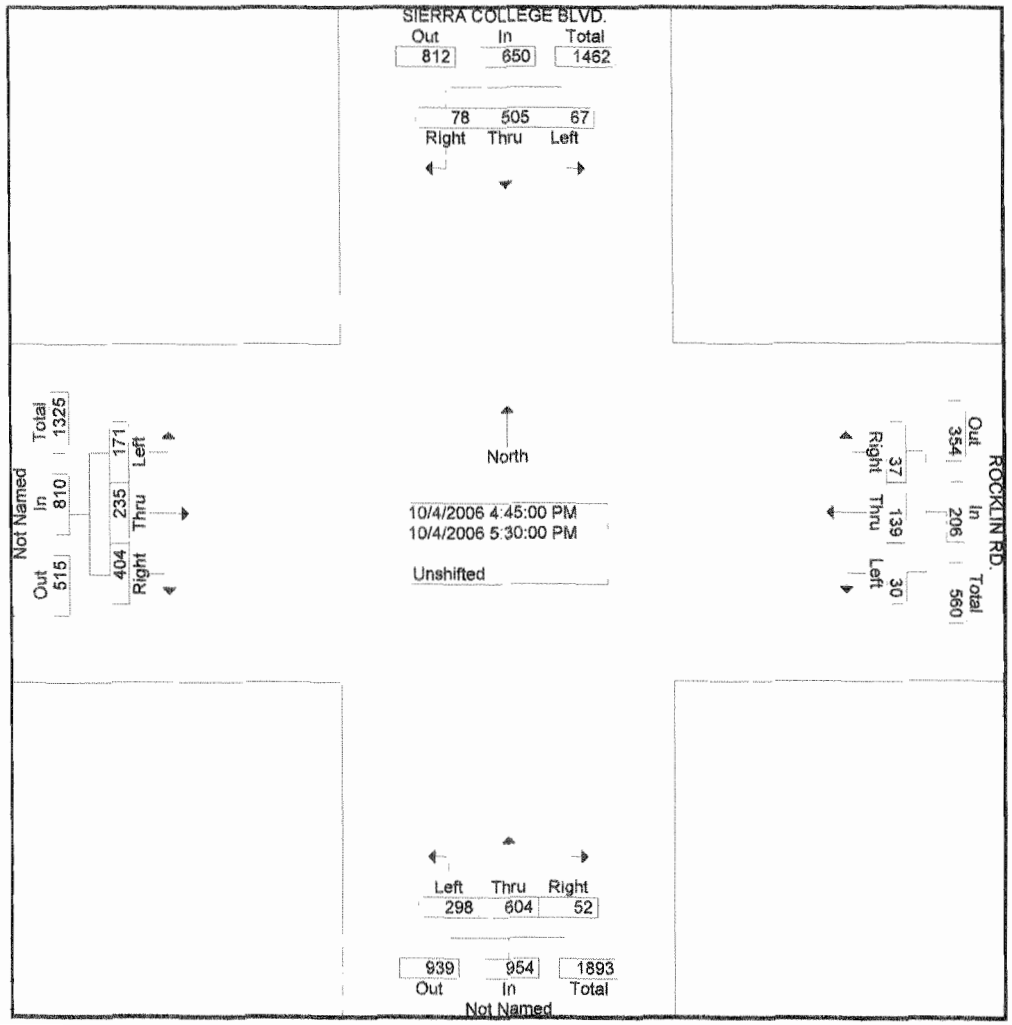
	SIERRA COLLEGE BLVD. Southbound				ROCKLIN RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:45																	
Volume	78	505	67	650	37	139	30	206	52	604	298	954	404	235	171	810	2620
Percent	12.0	77.7	10.3		18.0	67.5	14.6		5.5	63.3	31.2		49.9	29.0	21.1		
17:00 Volume	12	115	22	149	9	37	5	51	17	153	76	246	130	69	52	251	697
Peak Factor																	0.940
High Int.	16:45				17:30				17:30				17:00				
Volume	18	139	15	172	12	38	11	61	13	171	68	252	130	69	52	251	
Peak Factor				0.945				0.844				0.946				0.807	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/26/2006 LOCATION: City of Rocklin

E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	1	1	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	42	61	4	5	72	31	31	27	53	7	42	13	388
11:15 AM	47	81	7	6	84	24	24	31	46	11	52	9	422
11:30 AM	43	103	11	9	78	13	20	39	41	9	42	7	415
11:45 AM	59	108	7	13	87	17	16	40	55	14	38	7	461
12:00 PM	54	84	9	11	79	14	24	42	46	10	35	2	410
12:15 PM	43	72	8	9	75	19	21	50	37	7	39	6	386
12:30 PM	46	79	7	12	72	13	20	42	30	11	35	13	380
12:45 PM	41	64	5	11	61	10	13	35	22	9	29	8	308
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 375	NT 652	NR 58	SL 76	ST 608	SR 141	EL 169	ET 306	ER 330	WL 78	WT 312	WR 65	TOTAL 3170

NOON Peak Hr Begins at: 1115 AM

PEAK VOLUMES =	203	376	34	39	328	68	84	152	188	44	167	25	1708
PEAK HR. FACTOR:		0.881			0.929			0.946			0.819		0.926

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

File Name : F-Horseshoe Bar-Taylor Rd.
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Groups Printed- Unshifted

	HORSESHOE BAR RD. Southbound				TAYLOR RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	1	1	1	3	0	62	94	156	104	4	6	114	12	57	0	69	342
07:15	4	11	6	21	0	64	103	167	133	2	8	143	17	83	3	103	434
07:30	6	31	0	37	2	123	118	243	111	4	8	123	22	67	1	90	493
07:45	10	20	3	33	3	91	136	230	85	4	12	101	13	55	1	69	433
Total	21	63	10	94	5	340	451	796	433	14	34	481	64	262	5	331	1702
08:00	2	5	5	12	1	81	100	182	77	4	17	98	14	64	1	79	371
08:15	2	2	1	5	4	79	93	176	91	2	15	108	13	60	1	74	363
08:30	5	3	0	8	3	68	73	144	53	3	12	68	20	61	1	82	302
08:45	0	5	0	5	3	72	71	146	69	0	8	77	15	43	1	59	287
Total	9	15	6	30	11	300	337	648	290	9	52	351	62	228	4	294	1323
16:00	2	1	2	5	0	86	98	184	126	4	29	159	30	126	3	159	507
16:15	1	2	5	8	2	102	93	197	135	3	17	155	26	116	0	142	502
16:30	4	5	1	10	1	115	99	215	127	3	22	152	26	122	3	151	528
16:45	2	3	1	6	3	99	94	196	135	4	17	156	32	106	0	138	496
Total	9	11	9	29	6	402	384	792	523	14	85	622	114	470	6	590	2033
17:00	2	3	3	8	2	104	109	215	144	2	14	160	28	115	2	145	528
17:15	0	1	2	3	4	91	107	202	166	4	24	194	18	133	3	154	553
17:30	0	4	5	9	5	93	110	208	150	6	24	180	28	94	5	127	524
17:45	2	6	3	11	7	85	96	188	139	6	15	160	28	100	2	130	489
Total	4	14	13	31	18	373	422	813	599	18	77	694	102	442	12	556	2094
Grand Total	43	103	38	184	40	1415	1594	3049	1845	55	248	2148	342	1402	27	1771	7152
Apprch %	23.4	56.0	20.7		1.3	46.4	52.3		85.9	2.6	11.5		19.3	79.2	1.5		
Total %	0.6	1.4	0.5	2.6	0.6	19.8	22.3	42.6	25.8	0.8	3.5	30.0	4.8	19.6	0.4	24.8	

	HORSESHOE BAR RD. Southbound				TAYLOR RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	22	67	14	103	6	359	457	822	406	14	45	465	66	269	6	341	1731
Percent	21.4	65.0	13.6		0.7	43.7	55.6		87.3	3.0	9.7		19.4	78.9	1.8		
07:30 Volume	6	31	0	37	2	123	118	243	111	4	8	123	22	67	1	90	493
Peak Factor																	0.878
High Int.	07:30				07:30				07:15				07:15				
Volume	6	31	0	37	2	123	118	243	133	2	8	143	17	83	3	103	
Peak Factor				0.696				0.846				0.813				0.828	

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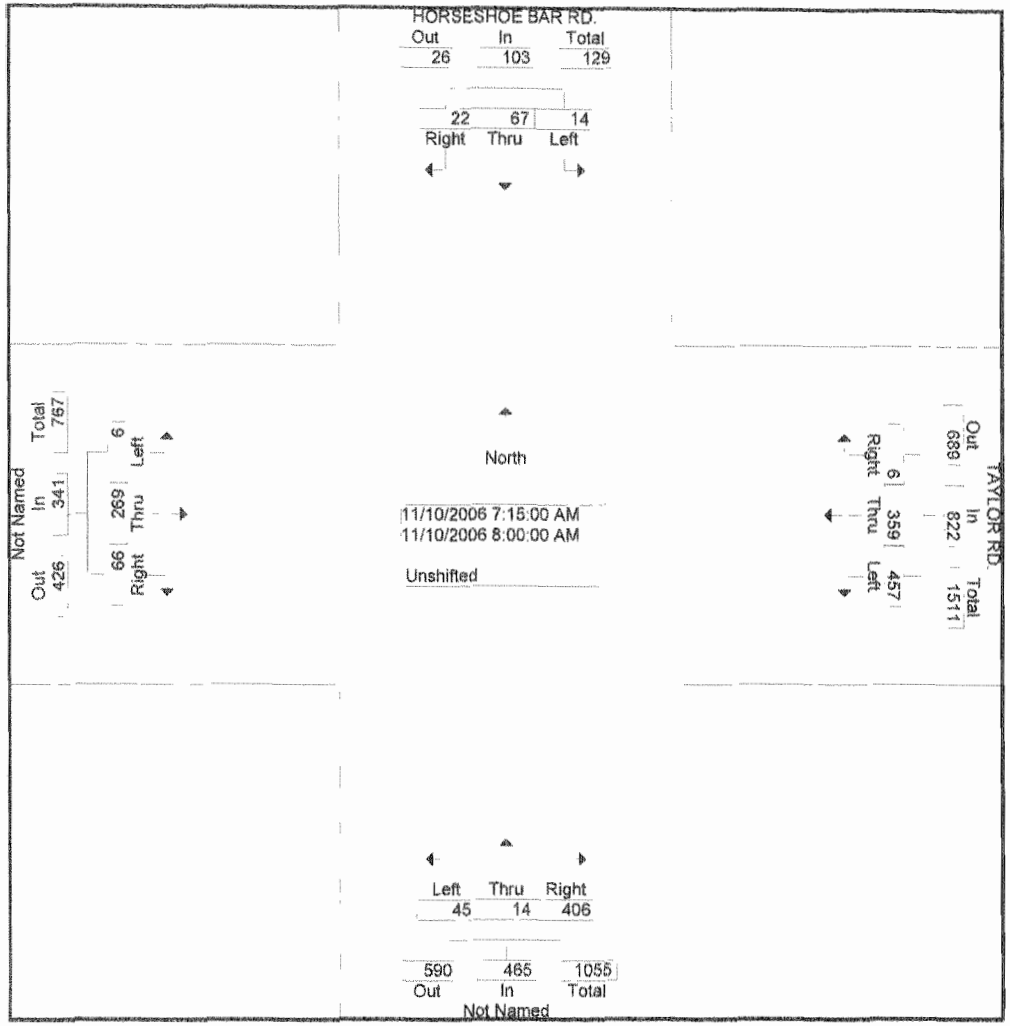

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File Name : F-Horseshoe Bar-Taylor Rd.
Site Code : 00000000
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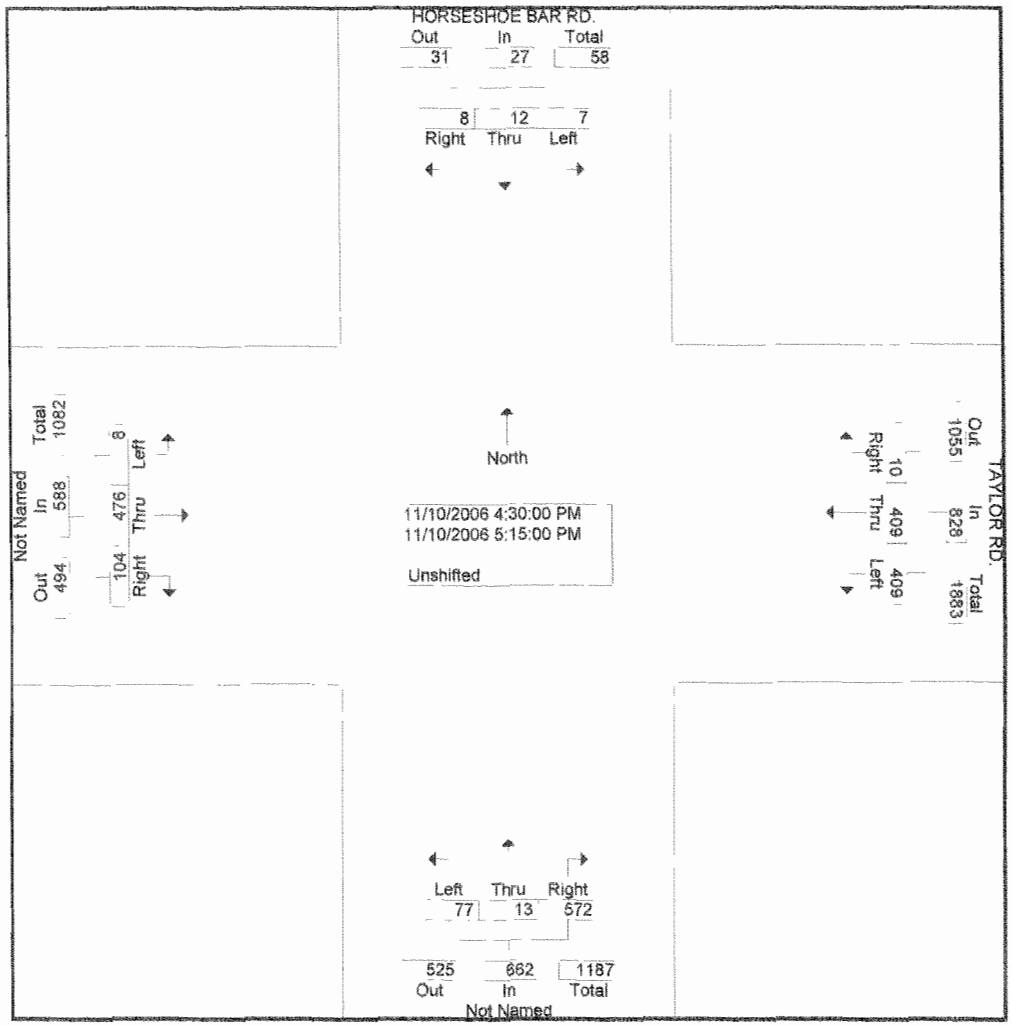
	HORSESHOE BAR RD. Southbound				TAYLOR RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	8	12	7	27	10	409	409	828	572	13	77	662	104	476	8	588	2105
Percent	29.6	44.4	25.9		1.2	49.4	49.4		86.4	2.0	11.6		17.7	81.0	1.4		
17:15 Volume	0	1	2	3	4	91	107	202	166	4	24	194	18	133	3	154	553
Peak Factor																	0.952
High Int.	16:30				16:30				17:15				17:15				
Volume	4	5	1	10	1	115	99	215	166	4	24	194	18	133	3	154	
Peak Factor				0.675				0.963				0.853				0.955	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Taylor Rd. DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Horseshoe Bar Rd. DAY: SATURDAY PROJECT# 06-7188-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	1	0	1	0	1	1	0	1	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	2	67	29	79	77	3	0	1	3	21	3	61	346
11:15 AM	3	75	35	85	86	4	1	1	1	27	6	68	392
11:30 AM	1	80	26	59	72	1	1	2	0	17	3	79	341
11:45 AM	4	89	36	68	64	2	3	3	2	19	4	84	378
12:00 PM	3	84	30	67	88	1	0	3	1	23	5	63	368
12:15 PM	5	79	19	79	83	2	2	4	4	29	2	52	360
12:30 PM	2	81	14	86	77	1	1	6	1	31	1	74	375
12:45 PM	2	65	26	81	69	3	4	2	2	17	4	67	342
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	22	620	215	604	616	17	12	22	14	184	28	548	2902

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	14	333	99	300	312	6	6	16	8	102	12	273	1481
PEAK HR. FACTOR:		0.864			0.942			0.750			0.904		0.979

CONTROL: Signalized

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

WB

File Name : F-horseshoe bar-I80sb ramps
Site Code : 00000000
Start Date : 10/5/2006
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Groups Printed- Unshifted

	HORSESHOE BAR RD. Southbound				I80 WB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	89	30	4	123	6	11	7	24	15	112	22	149	8	9	18	35	331
07:15	87	41	3	131	8	13	9	30	19	119	35	173	15	9	13	37	371
07:30	121	80	4	205	6	29	9	44	11	117	41	169	21	9	17	47	465
07:45	121	69	7	197	9	18	9	36	23	92	55	170	26	7	22	55	458
Total	418	220	18	656	29	71	34	134	68	440	153	661	70	34	70	174	1625
08:00	90	43	3	136	7	20	12	39	15	105	31	151	14	8	22	44	370
08:15	90	52	6	148	12	11	6	29	22	89	42	153	11	8	18	37	367
08:30	86	23	6	115	16	12	12	40	10	65	38	113	11	12	15	38	306
08:45	54	30	3	87	5	12	6	23	6	53	24	83	8	10	19	37	230
Total	320	148	18	486	40	55	36	131	53	312	135	500	44	38	74	156	1273
16:00	91	47	16	154	25	14	42	81	34	98	11	143	12	10	20	42	420
16:15	58	51	10	119	16	7	37	60	43	99	25	167	14	8	18	40	386
16:30	97	55	11	163	20	12	37	69	43	94	27	164	19	17	18	54	450
16:45	79	48	12	139	16	14	25	55	44	95	25	164	18	15	29	62	420
Total	325	201	49	575	77	47	141	265	164	386	88	638	63	50	85	198	1676
17:00	122	61	13	196	18	15	30	63	47	95	22	164	12	2	13	27	450
17:15	89	38	12	139	18	9	48	75	43	89	14	146	18	12	15	45	405
17:30	72	33	16	121	32	8	36	76	54	97	35	186	8	10	19	37	420
17:45	64	42	11	117	15	6	25	46	45	89	28	162	14	12	16	42	367
Total	347	174	52	573	83	38	139	260	189	370	99	658	52	36	63	151	1642
Grand Total	1410	743	137	2290	229	211	350	790	474	1508	475	2457	229	158	292	679	6216
Apprch %	61.6	32.4	6.0		29.0	26.7	44.3		19.3	61.4	19.3		33.7	23.3	43.0		
Total %	22.7	12.0	2.2	36.8	3.7	3.4	5.6	12.7	7.6	24.3	7.6	39.5	3.7	2.5	4.7	10.9	

	HORSESHOE BAR RD. Southbound				I80 WB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	419	233	17	669	30	80	39	149	68	433	162	663	76	33	74	183	1664
Percent	62.6	34.8	2.5		20.1	53.7	26.2		10.3	65.3	24.4		41.5	18.0	40.4		
07:30 Volume	121	80	4	205	6	29	9	44	11	117	41	169	21	9	17	47	465
Peak Factor																	0.895
High Int.	07:30				07:30				07:15				07:45				
Volume	121	80	4	205	6	29	9	44	19	119	35	173	26	7	22	55	
Peak Factor				0.816				0.847				0.958				0.832	

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File Name : F-horseshoe bar-I80sb ramps
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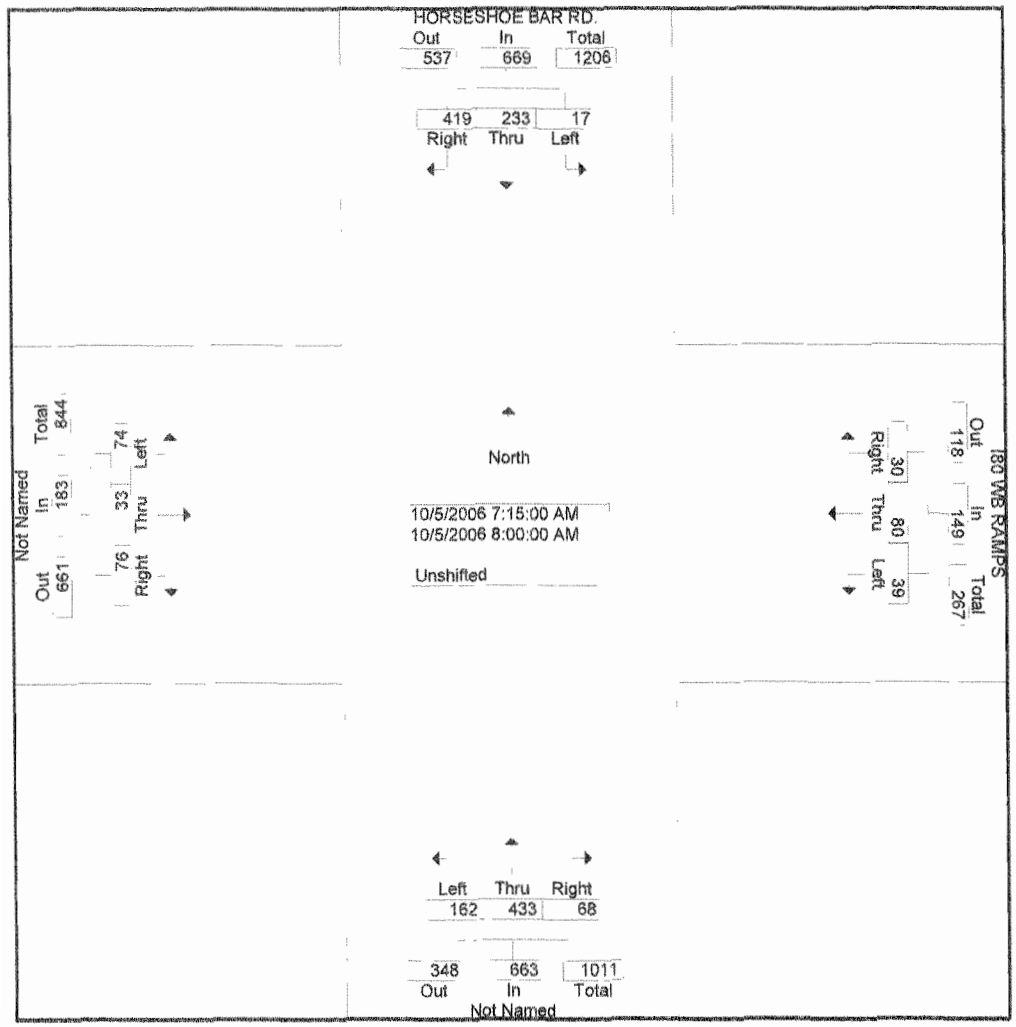

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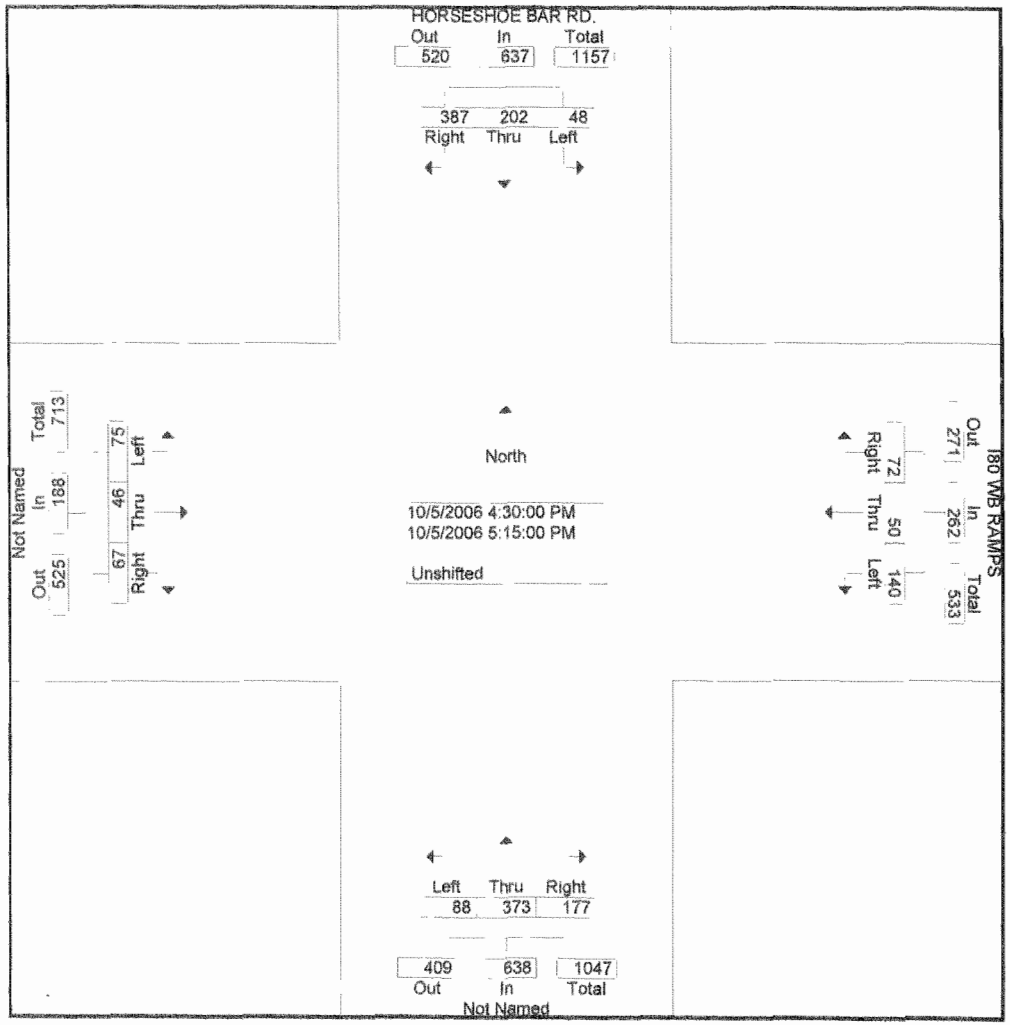
	HORSESHOE BAR RD. Southbound				I80 WB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	387	202	48	637	72	50	140	262	177	373	88	638	67	46	75	188	1725
Percent	60.8	31.7	7.5		27.5	19.1	53.4		27.7	58.5	13.8		35.6	24.5	39.9		
17:00 Volume	122	61	13	196	18	15	30	63	47	95	22	164	12	2	13	27	450
Peak Factor																	0.958
High Int.	17:00				17:15				16:30				16:45				
Volume	122	61	13	196	18	9	48	75	43	94	27	164	18	15	29	62	
Peak Factor				0.813				0.873				0.973				0.758	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 SB Ramps DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Horseshoe Bar Rd. DAY: SATURDAY PROJECT# 06-7188-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	.5	.5	1	.5	.5	1	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	10	12	11	16	2	10	8	19	24	29	53	12	206
11:15 AM	8	15	6	23	4	16	7	28	31	31	68	17	254
11:30 AM	11	13	7	34	5	18	11	35	35	37	77	27	310
11:45 AM	14	11	8	37	13	12	12	44	50	25	67	17	310
12:00 PM	12	7	8	34	12	14	14	50	42	29	78	28	328
12:15 PM	13	13	13	25	15	18	8	35	51	22	64	19	296
12:30 PM	9	12	10	29	18	16	6	43	59	27	79	16	324
12:45 PM	24	9	6	14	14	14	9	24	33	13	57	13	230
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	101	92	69	212	83	118	75	278	325	213	543	149	2258

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	48	43	39	125	58	60	40	172	202	103	288	80	1258
PEAK HR. FACTOR:		0.833			0.964			0.958			0.872		0.959

CONTROL: Signalized

ALL TRAFFIC DATA INC.
(916)771-8700
FAX 786-2879

CITY OF ROCKLIN

File Name : F-Horseshoe Bar-I80 EB Ramps
Site Code : 00000000
Start Date : 10/5/2006
Page No : 1

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Groups Printed- Unshifted

	HORSESHOE BAR RD. Southbound				I80 EB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	0	36	16	52	89	0	9	98	10	58	0	68	0	0	0	0	218
07:15	0	49	13	62	94	0	15	109	11	88	0	99	0	0	0	0	270
07:30	0	69	38	107	73	0	16	89	14	92	0	106	0	0	0	0	302
07:45	0	72	34	106	65	0	13	78	15	102	0	117	0	0	0	0	301
Total	0	226	101	327	321	0	53	374	50	340	0	390	0	0	0	0	1091
08:00	0	55	13	68	80	0	11	91	10	71	0	81	0	0	0	0	240
08:15	0	41	27	68	68	0	16	84	10	88	0	98	0	0	0	0	250
08:30	0	37	10	47	55	0	12	67	14	57	0	71	0	0	0	0	185
08:45	0	27	16	43	50	0	14	64	4	45	0	49	0	0	0	0	156
Total	0	160	66	226	253	0	53	306	38	261	0	299	0	0	0	0	831
16:00	0	58	43	101	86	0	21	107	13	48	0	61	0	0	0	0	269
16:15	0	65	39	104	109	0	29	138	13	77	0	90	0	0	0	0	332
16:30	0	63	49	112	96	0	30	126	13	70	0	83	0	0	0	0	321
16:45	0	56	27	83	91	0	24	115	14	63	0	77	0	0	0	0	275
Total	0	242	158	400	382	0	104	486	53	258	0	311	0	0	0	0	1197
17:00	0	58	42	100	102	0	31	133	21	63	0	84	0	0	0	0	317
17:15	0	58	44	102	91	0	31	122	14	63	0	77	0	0	0	0	301
17:30	0	50	29	79	127	0	36	163	9	61	0	70	0	0	0	0	312
17:45	0	57	27	84	95	0	39	134	14	52	0	66	0	0	0	0	284
Total	0	223	142	365	415	0	137	552	58	239	0	297	0	0	0	0	1214
Grand Total	0	851	467	1318	1371	0	347	1718	199	1098	0	1297	0	0	0	0	4333
Apprch %	0.0	64.6	35.4		79.8	0.0	20.2		15.3	84.7	0.0		0.0	0.0	0.0		
Total %	0.0	19.6	10.8	30.4	31.6	0.0	8.0	39.6	4.6	25.3	0.0	29.9	0.0	0.0	0.0	0.0	

	HORSESHOE BAR RD. Southbound				I80 EB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:15																
Volume	0	245	98	343	312	0	55	367	50	353	0	403	0	0	0	0	1113
Percent	0.0	71.4	28.6		85.0	0.0	15.0		12.4	87.6	0.0		0.0	0.0	0.0		
07:30 Volume	0	69	38	107	73	0	16	89	14	92	0	106	0	0	0	0	302
Peak Factor																	0.921
High Int.	07:30				07:15				07:45				6:45:00 AM				
Volume	0	69	38	107	94	0	15	109	15	102	0	117					
Peak Factor				0.801				0.842				0.861					

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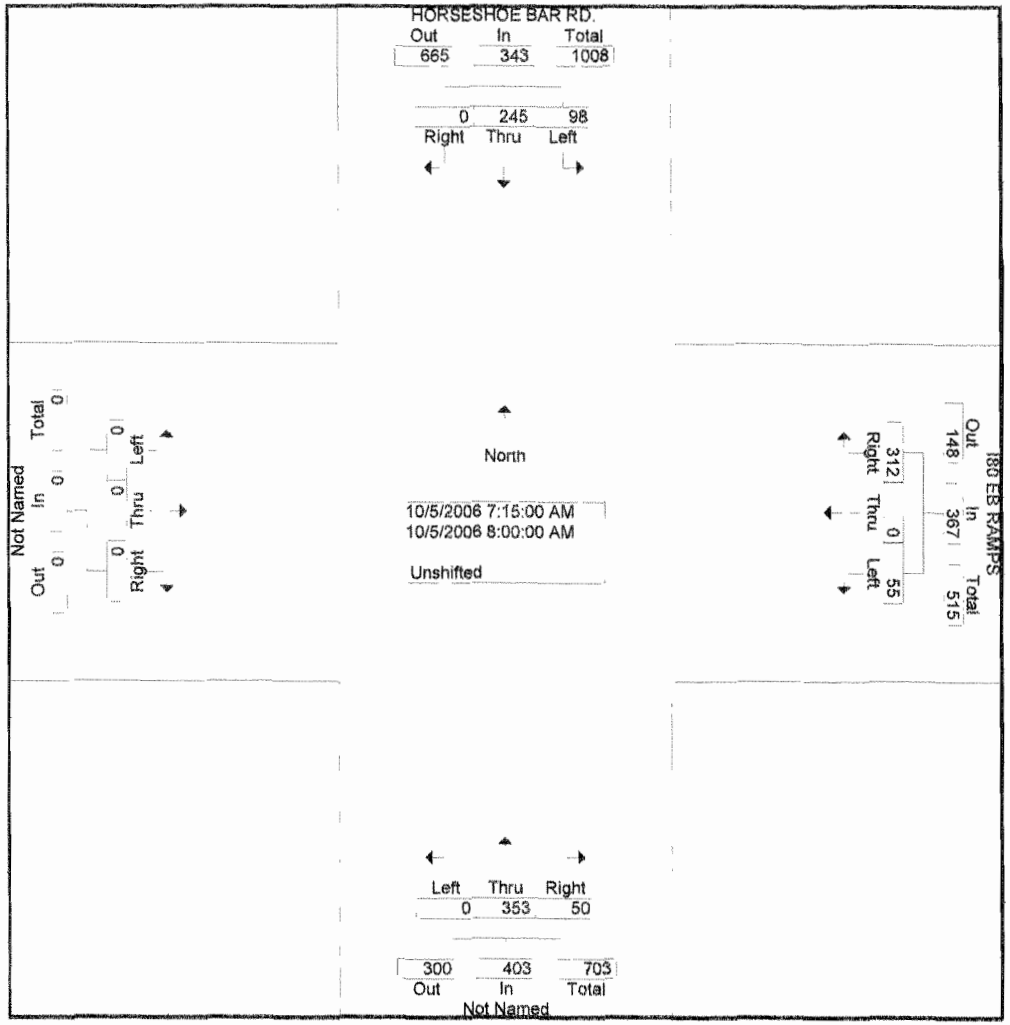
File Name : F-Horseshoe Bar-I80 EB Ramps
Site Code : 00000000
Start Date : 10/5/2006
Page No : 2



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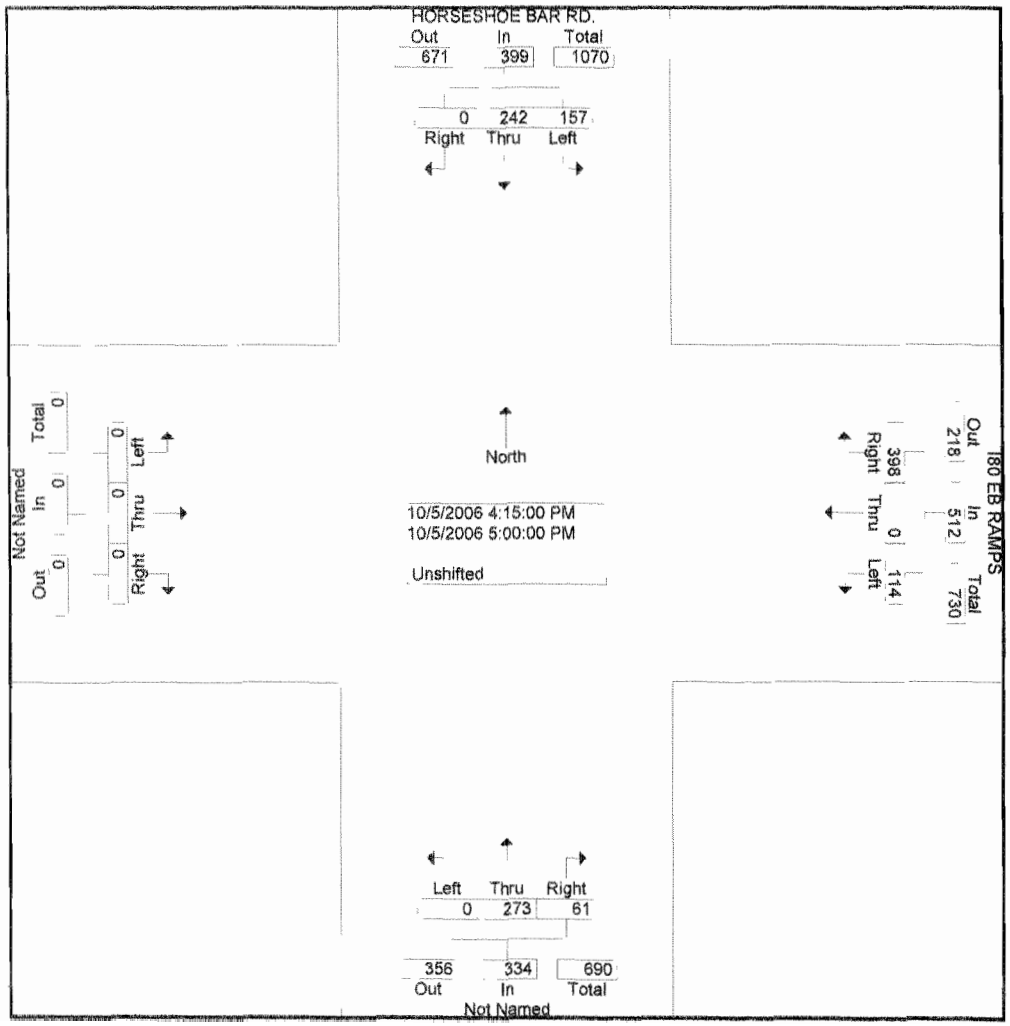
File Name : F-Horseshoe Bar-I80 EB Ramps
Site Code : 00000000
Start Date : 10/5/2006
Page No : 3

	HORSESHOE BAR RD. Southbound				I80 EB RAMPS Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:15																
Volume	0	242	157	399	398	0	114	512	61	273	0	334	0	0	0	0	1245
Percent	0.0	60.7	39.3		77.7	0.0	22.3		18.3	81.7	0.0		0.0	0.0	0.0		
16:15 Volume	0	65	39	104	109	0	29	138	13	77	0	90	0	0	0	0	332
Peak Factor																	0.938
High Int.	16:30				16:15				16:15								
Volume	0	63	49	112	109	0	29	138	13	77	0	90					
Peak Factor				0.891				0.928				0.928					



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 NB Ramps DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Horseshoe Bar Rd. DAY: SATURDAY PROJECT# 06-7188-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM				18		48	15	30			48	7	166
11:15 AM				13		65	18	38			62	3	199
11:30 AM				16		53	19	45			73	5	211
11:45 AM				11		60	25	62			59	8	225
12:00 PM				9		49	31	57			72	9	227
12:15 PM				14		52	18	59			61	12	216
12:30 PM				12		45	14	78			65	16	230
12:45 PM				8		39	11	47			58	22	185
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 101	ST 0	SR 411	EL 151	ET 416	ER 0	WL 0	WT 498	WR 82	TOTAL 1659

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	0	0	0	46	0	206	88	256	0	0	257	45	898
PEAK HR. FACTOR:		0.000			0.887			0.000			0.932		0.976

CONTROL: 1 Way Stop

ALL TRAFFIC DATA INC.
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CITY OF ROCKLIN

File Name : F-Barton-Brace
Site Code : 00000000
Start Date : 10/5/2006
Page No : 1

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Groups Printed- Unshifted

	BARTON RD. Southbound				BRACE RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	0	0	0	0	0	6	14	20	11	0	10	21	11	1	0	12	53
07:15	0	0	0	0	0	10	33	43	31	0	29	60	35	6	0	41	144
07:30	0	0	0	0	0	15	36	51	55	0	30	85	25	17	0	42	178
07:45	0	0	0	0	0	31	25	56	43	0	35	78	21	10	0	31	165
Total	0	0	0	0	0	62	108	170	140	0	104	244	92	34	0	126	540
08:00	0	0	0	0	0	52	22	74	33	0	43	76	30	18	0	48	198
08:15	0	0	0	0	0	12	22	34	24	0	25	49	48	34	0	82	165
08:30	0	0	0	0	0	6	11	17	21	0	20	41	25	14	0	39	97
08:45	0	0	0	0	0	13	15	28	34	0	9	43	15	7	0	22	93
Total	0	0	0	0	0	83	70	153	112	0	97	209	118	73	0	191	553
16:00	0	0	0	0	0	15	33	48	15	0	38	53	34	13	0	47	148
16:15	0	0	0	0	0	18	28	46	17	0	39	56	45	13	0	58	160
16:30	0	0	0	0	0	12	28	40	21	0	39	60	40	27	0	67	167
16:45	0	0	0	0	0	12	25	37	19	0	27	46	31	11	0	42	125
Total	0	0	0	0	0	57	114	171	72	0	143	215	150	64	0	214	600
17:00	0	0	0	0	0	15	27	42	23	0	22	45	26	15	0	41	128
17:15	0	0	0	0	0	13	34	47	36	0	25	61	23	13	0	36	144
17:30	0	0	0	0	0	10	34	44	23	0	24	47	28	14	0	42	133
17:45	0	0	0	0	0	10	22	32	30	0	21	51	22	8	0	30	113
Total	0	0	0	0	0	48	117	165	112	0	92	204	99	50	0	149	518
Grand Total	0	0	0	0	0	250	409	659	436	0	436	872	459	221	0	680	2211
Apprch %	0.0	0.0	0.0		0.0	37.9	62.1		50.0	0.0	50.0		67.5	32.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.3	18.5	29.8	19.7	0.0	19.7	39.4	20.8	10.0	0.0	30.8	

	BARTON RD. Southbound				BRACE RD. Westbound					Northbound			Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	0	0	0	0	110	105	215	155	0	133	288	124	79	0	203	706
Percent	0.0	0.0	0.0		0.0	51.2	48.8		53.8	0.0	46.2		61.1	38.9	0.0		
08:00 Volume	0	0	0	0	0	52	22	74	33	0	43	76	30	18	0	48	198
Peak Factor																	0.891
High Int.	6:45:00 AM				08:00				07:30				08:15				
Volume	0	0	0	0	0	52	22	74	55	0	30	85	48	34	0	82	
Peak Factor								0.726				0.847				0.619	

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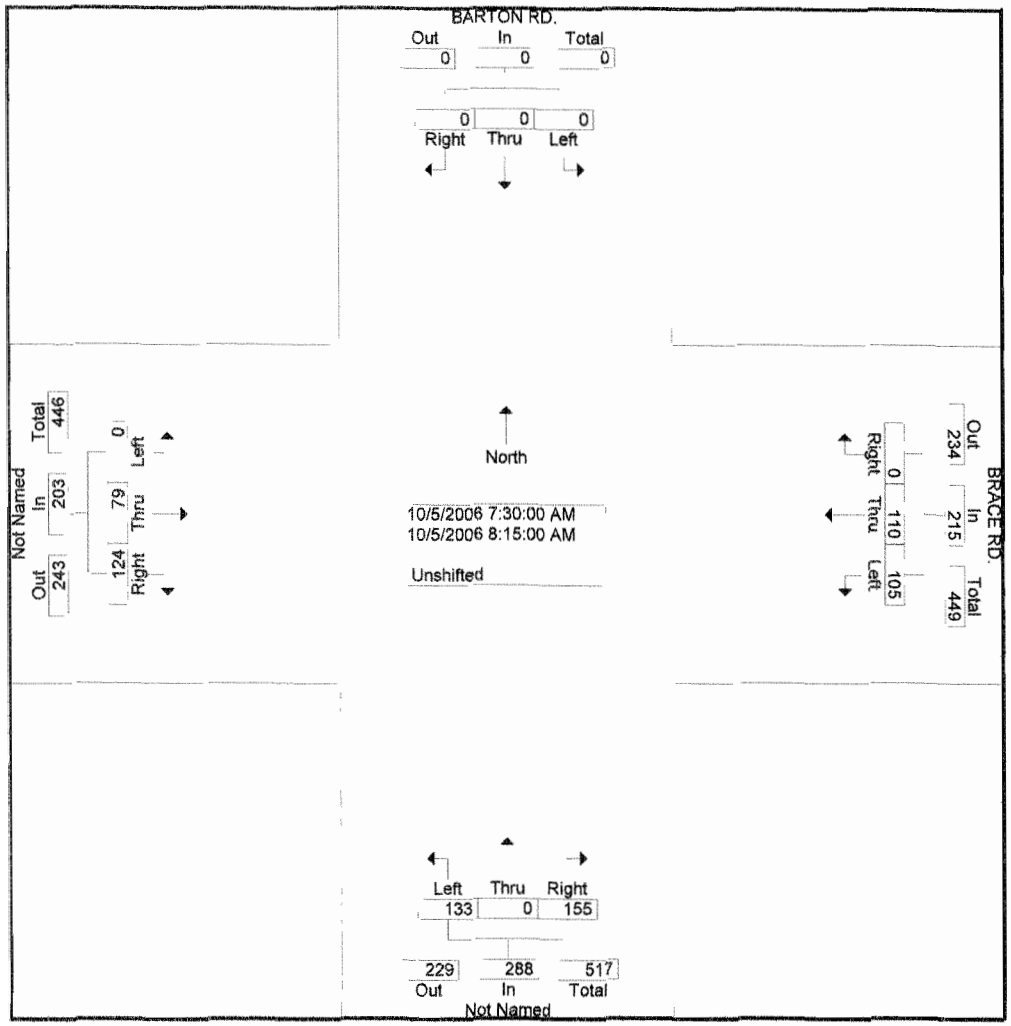
File Name : F-Barton-Brace
Site Code : 00000000
Start Date : 10/5/2006
Page No : 2



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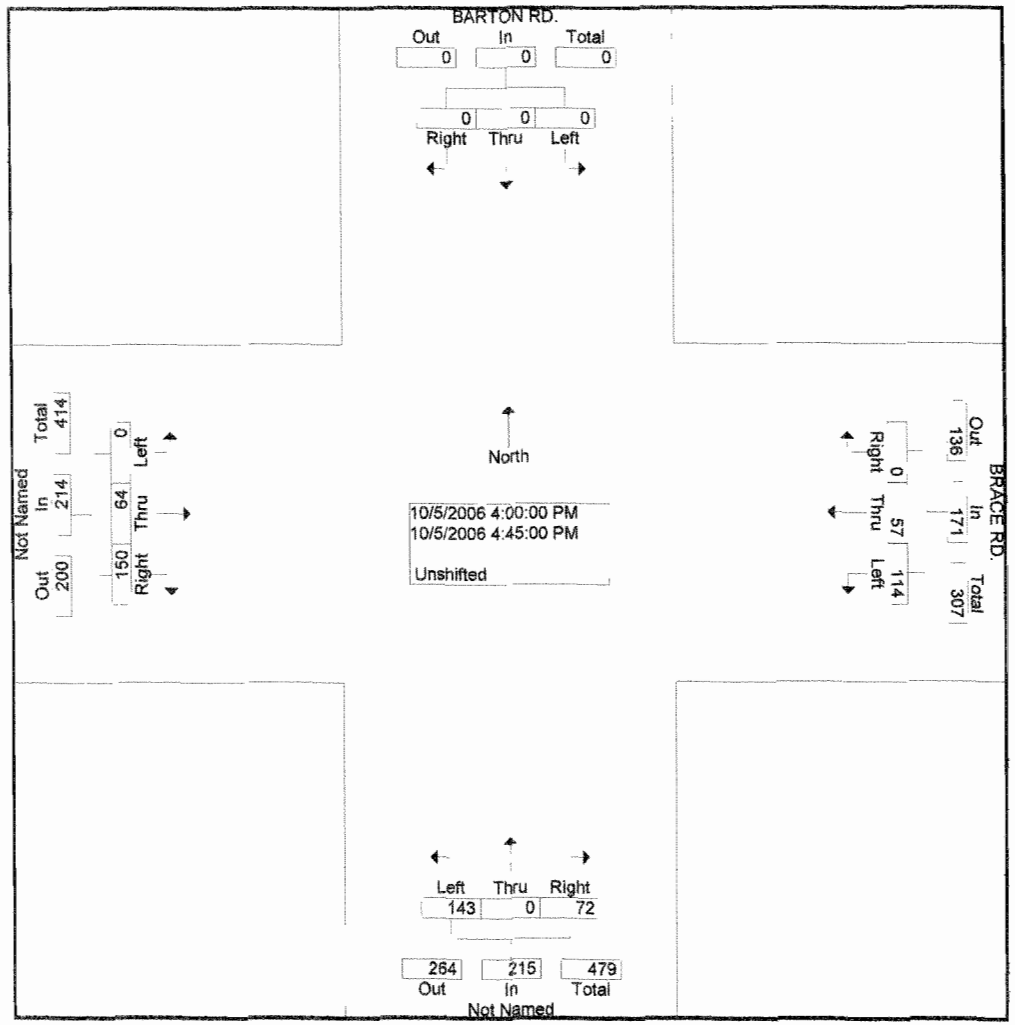
File Name : F-Barton-Brace
Site Code : 00000000
Start Date : 10/5/2006
Page No : 3

	BARTON RD. Southbound				BRACE RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:00																
Volume	0	0	0	0	0	57	114	171	72	0	143	215	150	64	0	214	600
Percent	0.0	0.0	0.0		0.0	33.3	66.7		33.5	0.0	66.5		70.1	29.9	0.0		
16:30 Volume	0	0	0	0	0	12	28	40	21	0	39	60	40	27	0	67	167
Peak Factor																	0.898
High Int.					16:00				16:30				16:30				
Volume	0	0	0	0	0	15	33	48	21	0	39	60	40	27	0	67	
Peak Factor								0.891				0.896				0.799	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Barton Rd DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Brace Rd DAY: SATURDAY PROJECT# 06-7188-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	2		14					11	1	7	17		52
11:15 AM	1		16					15	5	19	11		67
11:30 AM	4		11					9	3	16	14		57
11:45 AM	3		16					18	4	26	9		76
12:00 PM	7		18					11	2	21	8		67
12:15 PM	4		26					12	6	19	14		81
12:30 PM	7		21					13	4	11	15		71
12:45 PM	4		25					16	9	9	19		82
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	32	0	147	0	0	0	0	105	34	128	107	0	553

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	22	0	90	0	0	0	0	52	21	60	56	0	301
PEAK HR. FACTOR:		0.933			0.000			0.730			0.000		0.918

CONTROL: One-Way Stop

ALL TRAFFIC DATA INC.
(916)771-8700
FAX 786-2879

CITY OF ROCKLIN

File Name : F-Barton-Rocklin
Site Code : 00000000
Start Date : 10/4/2006
Page No : 1

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Groups Printed- Unshifted

	BARTON RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	10	9	0	19	0	0	0	0	0	14	39	53	30	0	12	42	114
07:15	17	10	0	27	0	0	0	0	0	16	41	57	32	0	19	51	135
07:30	24	17	0	41	0	0	0	0	0	17	67	84	23	0	11	34	159
07:45	32	22	0	54	0	0	0	0	0	13	80	93	18	0	20	38	185
Total	83	58	0	141	0	0	0	0	0	60	227	287	103	0	62	165	593
08:00	19	14	0	33	0	0	0	0	0	13	42	55	28	0	35	63	151
08:15	23	19	0	42	0	0	0	0	0	12	51	63	18	0	17	35	140
08:30	18	15	0	33	0	0	0	0	0	9	33	42	25	0	12	37	112
08:45	13	12	0	25	0	0	0	0	0	11	34	45	26	0	21	47	117
Total	73	60	0	133	0	0	0	0	0	45	160	205	97	0	85	182	520
16:00	11	10	0	21	0	0	0	0	0	8	30	38	59	0	15	74	133
16:15	15	6	0	21	0	0	0	0	0	14	42	56	53	0	13	66	143
16:30	18	13	0	31	0	0	0	0	0	11	39	50	51	0	13	64	145
16:45	13	12	0	25	0	0	0	0	0	23	41	64	50	0	15	65	154
Total	57	41	0	98	0	0	0	0	0	56	152	208	213	0	56	269	575
17:00	9	12	0	21	0	0	0	0	0	20	31	51	88	0	20	108	180
17:15	17	12	0	29	0	0	0	0	0	11	26	37	48	0	9	57	123
17:30	13	17	0	30	0	0	0	0	0	12	50	62	45	0	12	57	149
17:45	12	12	0	24	0	0	0	0	0	13	47	60	44	0	13	57	141
Total	51	53	0	104	0	0	0	0	0	56	154	210	225	0	54	279	593
Grand Total	264	212	0	476	0	0	0	0	0	217	693	910	638	0	257	895	2281
Apprch %	55.5	44.5	0.0		0.0	0.0	0.0		0.0	23.8	76.2		71.3	0.0	28.7		
Total %	11.6	9.3	0.0	20.9	0.0	0.0	0.0	0.0	0.0	9.5	30.4	39.9	28.0	0.0	11.3	39.2	

	BARTON RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	98	72	0	170	0	0	0	0	0	55	240	295	87	0	83	170	635
Percent	57.6	42.4	0.0		0.0	0.0	0.0		0.0	18.6	81.4		51.2	0.0	48.8		
07:45 Volume	32	22	0	54	0	0	0	0	0	13	80	93	18	0	20	38	185
Peak Factor																	0.858
High Int.	07:45				6:45:00 AM				07:45				08:00				
Volume	32	22	0	54	0	0	0	0	0	13	80	93	28	0	35	63	
Peak Factor				0.787								0.793				0.675	

ALL TRAFFIC DATA INC.
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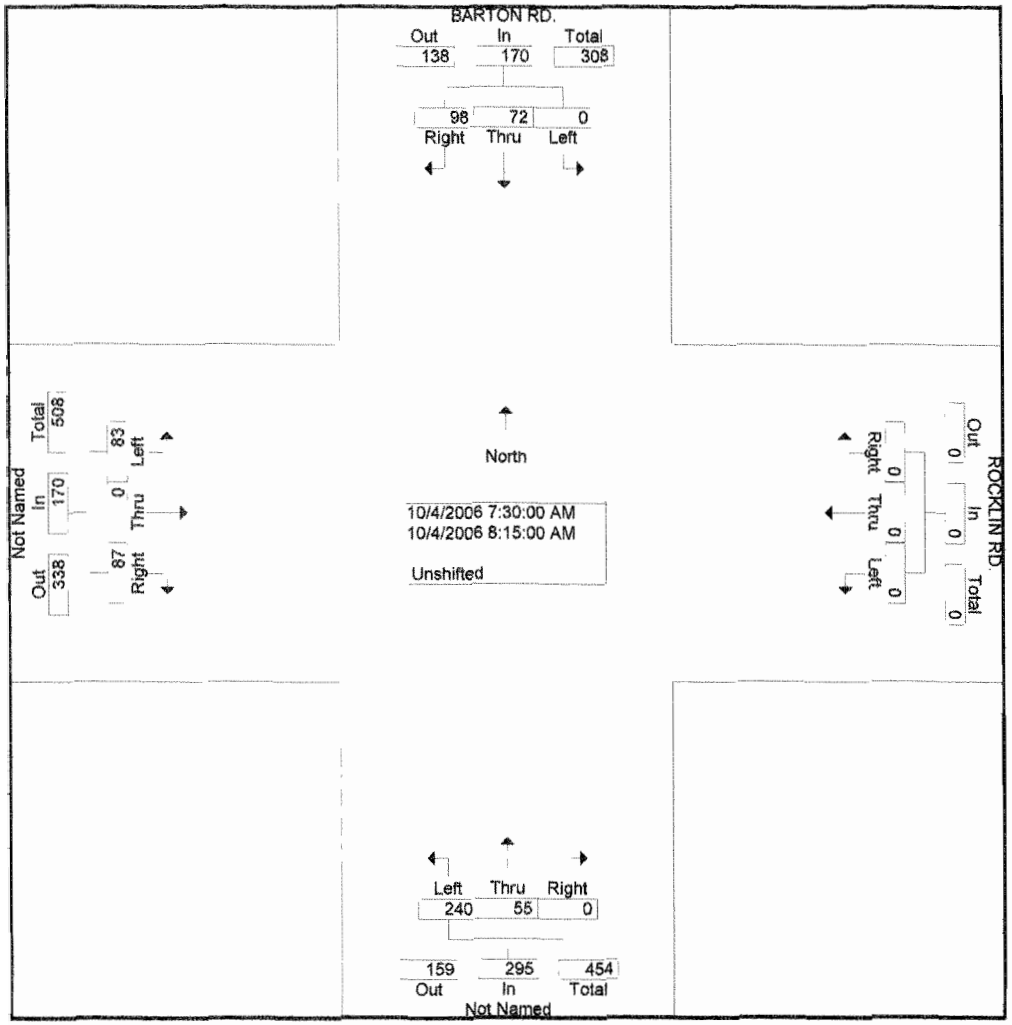
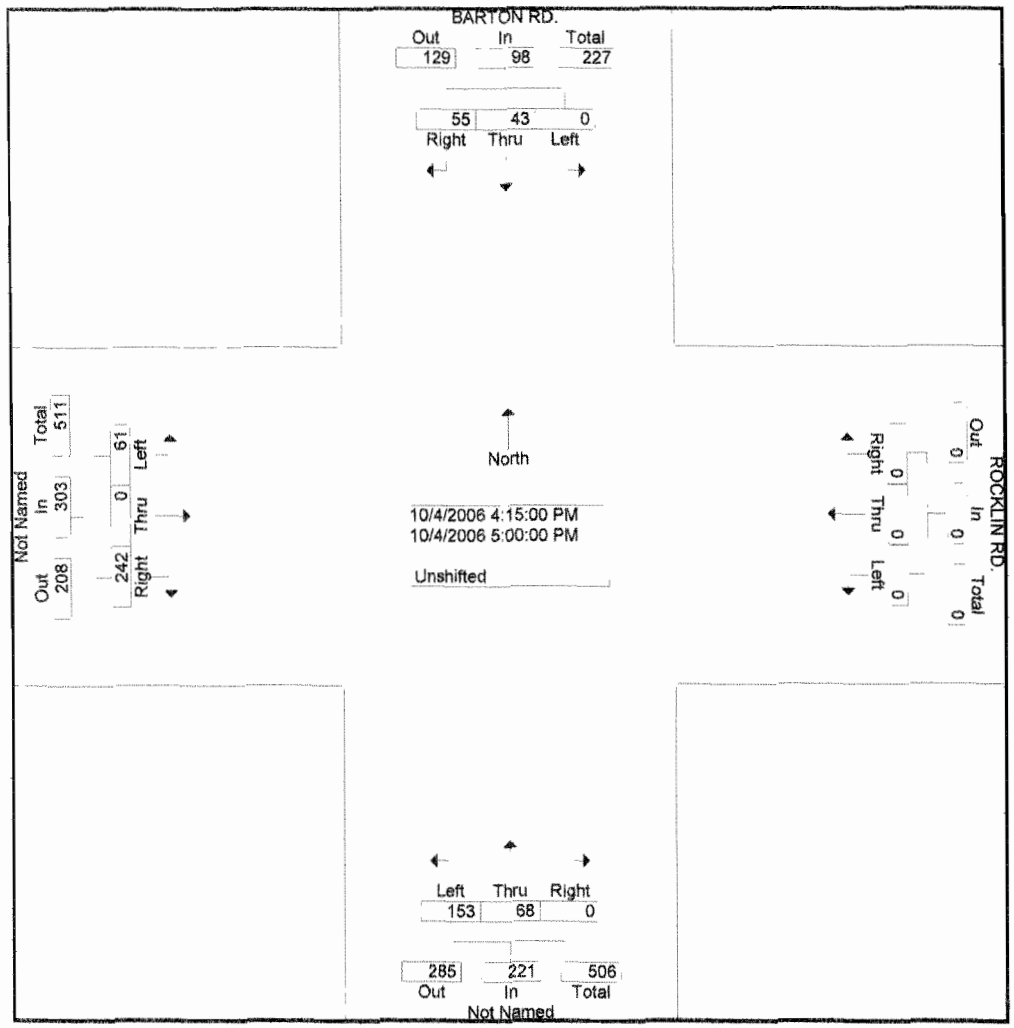
File Name : F-Barton-Rocklin
Site Code : 00000000
Start Date : 10/4/2006
Page No : 2



ALL TRAFFIC DATA INC.
(916)771-8700
FAX 786-2879

File Name : F-Barton-Rocklin
Site Code : 00000000
Start Date : 10/4/2006

	BARTON RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:15																
Volume	55	43	0	98	0	0	0	0	0	68	153	221	242	0	61	303	622
Percent	56.1	43.9	0.0		0.0	0.0	0.0		0.0	30.8	69.2		79.9	0.0	20.1		
17:00 Volume	9	12	0	21	0	0	0	0	0	20	31	51	88	0	20	108	180
Peak Factor																	0.864
High Int.	16:30								16:45				17:00				
Volume	18	13	0	31	0	0	0	0	0	23	41	64	88	0	20	108	
Peak Factor				0.790								0.863				0.701	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Barton Rd DATE: 08/19/2006 LOCATION: City of Rocklin

E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	24	6			3	7	5		22				67
11:15 AM	33	9			5	29	7		29				112
11:30 AM	26	6			4	44	8		36				124
11:45 AM	19	11			6	32	13		43				124
12:00 PM	20	16			12	25	17		34				124
12:15 PM	24	12			8	21	25		50				140
12:30 PM	22	9			12	18	20		46				127
12:45 PM	18	14			13	10	19		38				112
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 186	NT 83	NR 0	SL 0	ST 63	SR 186	EL 114	ET 0	ER 298	WL 0	WT 0	WR 0	TOTAL 930

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	85	48	0	0	38	96	75	0	173	0	0	0	515
PEAK HR. FACTOR:		0.924			0.882			0.827			0.000		0.920

CONTROL: Signalized

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PLACER COUNTY

File Name : SIERRA-KING-T
Site Code : 00000000
Start Date : 11/28/2006
Page No : 1

Groups Printed- Unshifted - Bank 1

	SIERRA COLLEGE BLVD. Southbound				KING RD. Westbound				SIERRA COLLEGE BLVD. Northbound				KING RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	24	81	4	109	5	1	17	23	3	50	3	56	1	1	2	4	192
07:15	32	90	4	126	8	4	12	24	1	49	3	53	2	6	0	8	211
07:30	25	123	3	151	12	1	20	33	0	54	3	57	1	3	1	5	246
07:45	26	110	6	142	12	4	17	33	1	39	9	49	0	6	1	7	231
Total	107	404	17	528	37	10	66	113	5	192	18	215	4	16	4	24	880
08:00	17	102	4	123	9	2	16	27	0	48	3	51	0	1	2	3	204
08:15	16	93	2	111	1	4	18	23	1	48	4	53	3	0	1	4	191
08:30	19	93	3	115	6	0	15	21	0	59	5	64	1	2	2	5	205
08:45	18	93	1	112	8	3	5	16	0	59	1	60	1	1	2	4	192
Total	70	381	10	461	24	9	54	87	1	214	13	228	5	4	7	16	792
*** BREAK ***																	
16:00	10	56	0	66	3	1	30	34	1	122	7	130	5	1	1	7	237
16:15	24	62	1	87	1	3	19	23	3	108	9	120	2	1	0	3	233
16:30	16	71	1	88	6	3	29	38	0	114	10	124	3	7	2	12	262
16:45	17	80	1	98	6	0	17	23	0	129	11	140	5	4	1	10	271
Total	67	269	3	339	16	7	95	118	4	473	37	514	15	13	4	32	1003
17:00	9	74	0	83	1	0	20	21	0	116	7	123	10	2	0	12	239
17:15	21	73	1	95	2	1	22	25	2	128	11	141	3	1	1	5	266
17:30	19	72	0	91	6	2	14	22	2	112	4	118	4	0	1	5	236
17:45	17	53	0	70	1	1	10	12	1	93	8	102	0	1	2	3	187
Total	66	272	1	339	10	4	66	80	5	449	30	484	17	4	4	25	928
Grand Total	310	1326	31	1667	87	30	281	398	15	1328	98	1441	41	37	19	97	3603
Apprch %	18.6	79.5	1.9		21.9	7.5	70.6		1	92.2	6.8		42.3	38.1	19.6		
Total %	8.6	36.8	0.9	46.3	2.4	0.8	7.8	11	0.4	36.9	2.7	40	1.1	1	0.5	2.7	
Unshifted	310	1326	31	1667	87	30	281	398	15	1328	98	1441	41	37	19	97	3603
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PLACER COUNTY

File Name SIERRA-KING-T
Site Code 00000000
Start Date 11/28/2006

	SIERRA COLLEGE BLVD. Southbound				KING RD. Westbound				SIERRA COLLEGE BLVD. Northbound				KING RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	**32**	90	4	126	8	**4**	12	24	**1**	49	3	53	**2**	**6**	0	**8**	211
07:30	25	**123**	3	**151**	**12**	1	**20**	**33**	0	**54**	3	**57**	1	3	1	5	**246**
07:45	26	110	**6**	142	12	4	17	33	1	39	**9**	49	0	6	1	7	231
08:00	17	102	4	123	9	2	16	27	0	48	3	51	0	1	**2**	3	204
Total Volume	100	425	17	542	41	11	65	117	2	190	18	210	3	16	4	23	892
% App. Total	18.5	78.4	3.1		35	9.4	55.6		1	90.5	8.6		13	69.6	17.4		
PHF	.781	.864	.708	.897	.854	.688	.813	.886	.500	.880	.500	.921	.375	.667	.500	.719	.907

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File Name SIERRA-KING-T
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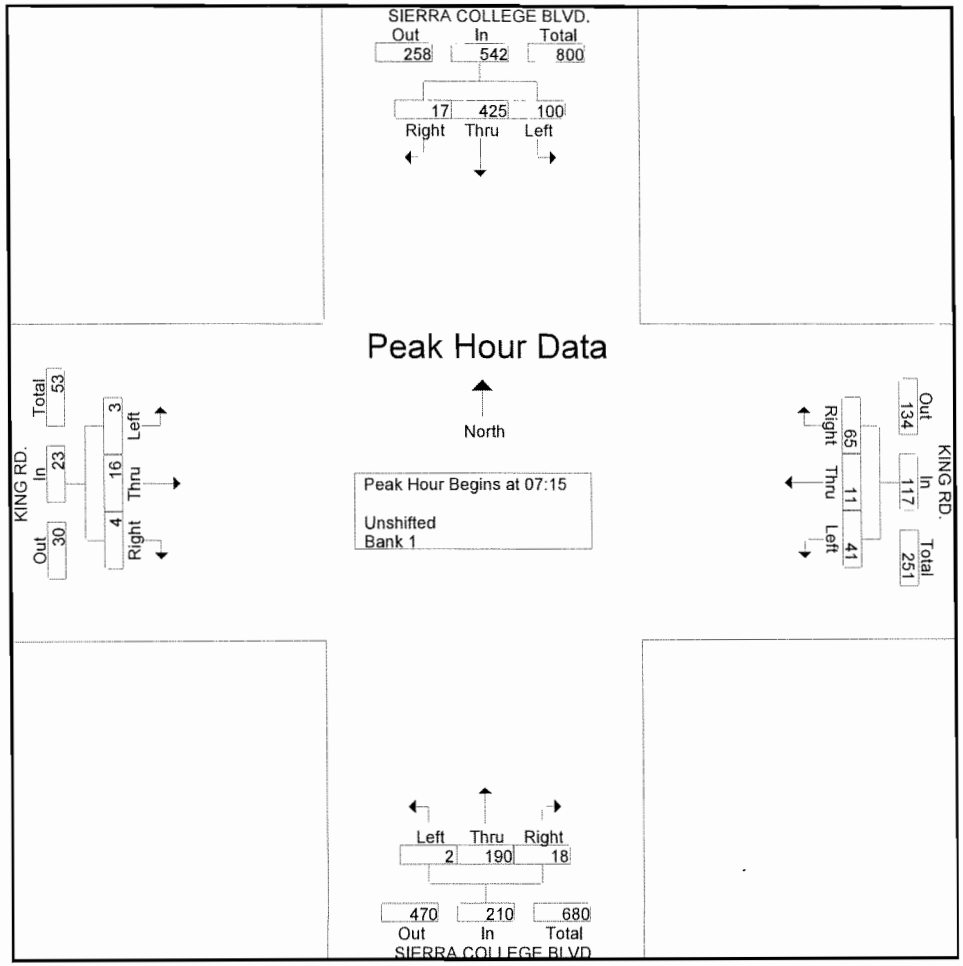

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	16	71	**1**	88	**6**	**3**	**29**	**38**	0	114	10	124	3	**7**	**2**	**12**	262
16:45	17	**80**	1	**98**	6	0	17	23	0	**129**	**11**	140	5	4	1	10	**271**
17:00	9	74	0	83	1	0	20	21	0	116	7	123	**10**	2	0	12	239
17:15	**21**	73	1	95	2	1	22	25	**2**	128	11	**141**	3	1	1	5	266
Total Volume	63	298	3	364	15	4	88	107	2	487	39	528	21	14	4	39	1038
% App. Total	17.3	81.9	0.8		14	3.7	82.2		0.4	92.2	7.4		53.8	35.9	10.3		
PHF	.750	.931	.750	.929	.625	.333	.759	.704	.250	.944	.886	.936	.525	.500	.500	.813	.958

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File Name SIERRA-KING-T
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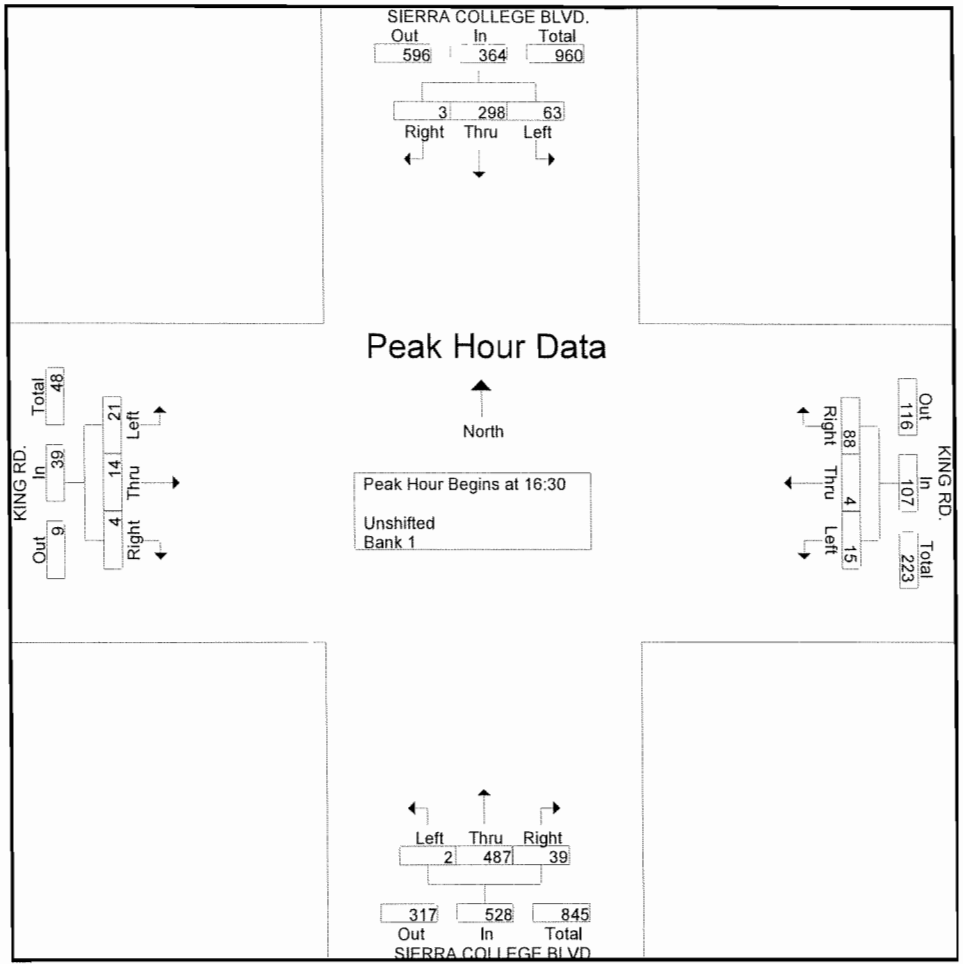

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PLACER COUNTY

File Name : KING-SIERRA-SAT
Site Code : 00000000
Start Date : 12/2/2006
Page No : 1

Groups Printed- Unshifted - Bank 1

	SIERRA COLLEGE BLVD. Southbound				KING RD. Westbound				SIERRA COLLEGE BLVD. Northbound				KING RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	0	76	14	90	9	3	13	25	4	55	0	59	3	5	0	8	182
11:15 AM	0	80	9	89	17	1	11	29	3	79	0	82	1	3	1	5	205
11:30 AM	2	65	19	86	13	4	9	26	6	77	3	86	1	3	0	4	202
11:45 AM	0	68	8	76	8	2	5	15	6	56	3	65	3	3	1	7	163
Total	2	289	50	341	47	10	38	95	19	267	6	292	8	14	2	24	752
12:00 PM	2	71	11	84	15	2	2	19	5	56	0	61	1	1	2	4	168
12:15 PM	0	61	8	69	13	0	7	20	4	67	1	72	2	4	1	7	168
12:30 PM	0	61	18	79	9	3	4	16	5	66	1	72	2	0	0	2	169
12:45 PM	0	73	9	82	13	3	4	20	4	54	0	58	1	4	0	5	165
Total	2	266	46	314	50	8	17	75	18	243	2	263	6	9	3	18	670
Grand Total	4	555	96	655	97	18	55	170	37	510	8	555	14	23	5	42	1422
Apprch %	0.6	84.7	14.7		57.1	10.6	32.4		6.7	91.9	1.4		33.3	54.8	11.9		
Total %	0.3	39	6.8	46.1	6.8	1.3	3.9	12	2.6	35.9	0.6	39	1	1.6	0.4	3	
Unshifted	4	555	96	655	97	18	55	170	37	510	8	555	14	23	5	42	1422
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	SIERRA COLLEGE BLVD. Southbound				KING RD. Westbound				SIERRA COLLEGE BLVD. Northbound				KING RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	76	14	**90**	9	3	**13**	25	4	55	0	59	**3**	**5**	0	**8**	182
11:15 AM	0	**80**	9	89	**17**	1	11	**29**	3	**79**	0	82	1	3	**1**	5	**205**
11:30 AM	**2**	65	**19**	86	13	**4**	9	26	**6**	77	**3**	**86**	1	3	0	4	202
11:45 AM	0	68	8	76	8	2	5	15	6	56	3	65	3	3	1	7	163
Total Volume	2	289	50	341	47	10	38	95	19	267	6	292	8	14	2	24	752
% App. Total	0.6	84.8	14.7		49.5	10.5	40		6.5	91.4	2.1		33.3	58.3	8.3		
PHF	.250	.903	.658	.947	.691	.625	.731	.819	.792	.845	.500	.849	.667	.700	.500	.750	.917

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File Name : KING-SIERRA-SAT
Site Code : 00000000
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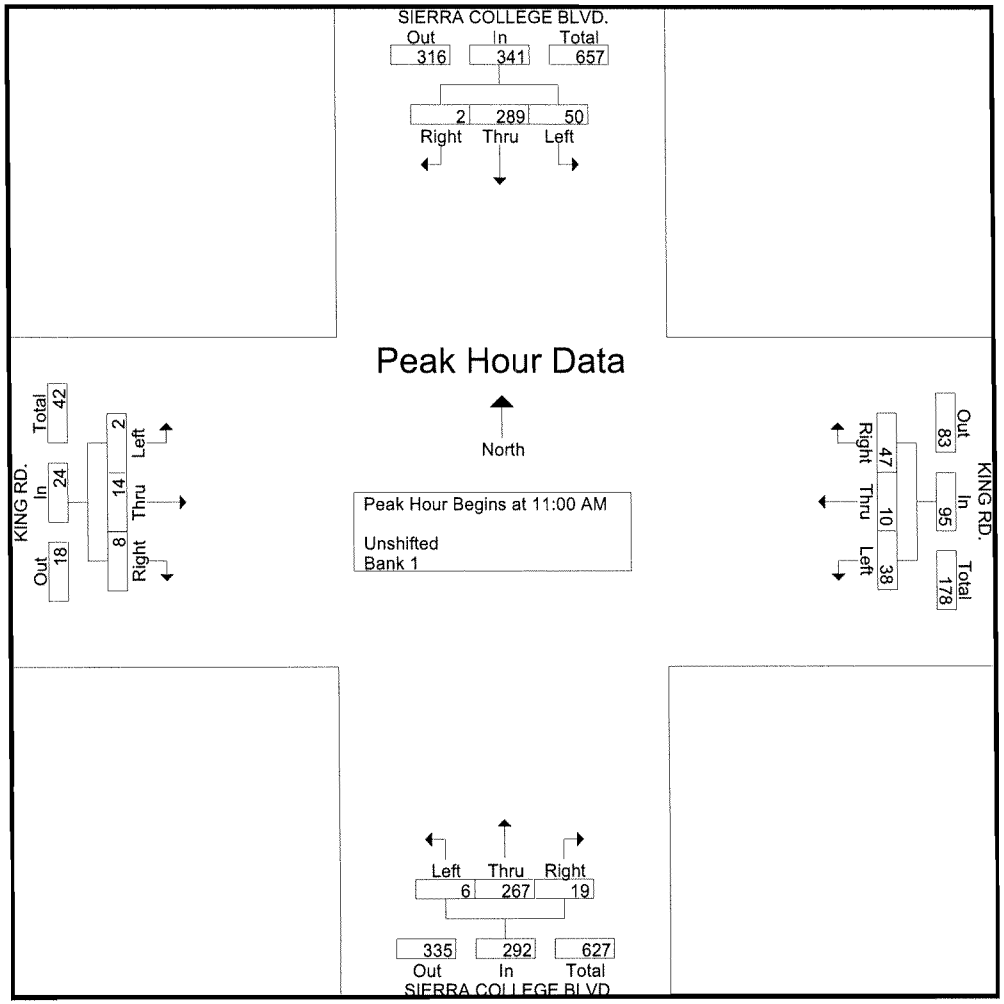

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File Name : SIERRA COLLEGE-ENGLISH-F
Site Code : 00000000
Start Date : 11/28/2006
Page No : 1

2 0

Groups Printed- Unshifted - Bank 1

	SIERRA COLLEGE BLVD. Southbound				ENGLISH COLONY WAY Westbound				SIERRA COLLEGE BLVD. Northbound				ENGLISH COLONY WAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	20	101	0	121	1	0	8	9	0	73	1	74	0	0	0	0	204
07:15	20	134	0	154	1	0	9	10	0	67	0	67	0	0	0	0	231
07:30	17	150	0	167	2	0	8	10	0	58	0	58	0	0	0	0	235
07:45	14	133	0	147	0	0	12	12	0	59	0	59	0	0	0	0	218
Total	71	518	0	589	4	0	37	41	0	257	1	258	0	0	0	0	888
08:00	6	91	0	97	0	0	10	10	0	51	2	53	0	0	0	0	160
08:15	14	105	0	119	1	0	10	11	0	60	0	60	0	0	0	0	190
08:30	9	91	0	100	0	0	9	9	0	62	2	64	0	0	0	0	173
08:45	8	98	0	106	0	0	10	10	0	69	0	69	0	0	0	0	185
Total	37	385	0	422	1	0	39	40	0	242	4	246	0	0	0	0	708
*** BREAK ***																	
16:00	11	71	0	82	0	0	11	11	0	153	1	154	0	0	0	0	247
16:15	12	87	0	99	1	0	7	8	0	120	1	121	0	0	0	0	228
16:30	16	91	0	107	1	0	16	17	0	130	2	132	0	0	0	0	256
16:45	11	75	0	86	1	0	12	13	0	142	0	142	0	0	0	0	241
Total	50	324	0	374	3	0	46	49	0	545	4	549	0	0	0	0	972
17:00	13	58	0	71	1	0	15	16	0	142	1	143	0	0	0	0	230
17:15	7	90	0	97	0	0	14	14	0	145	1	146	0	0	0	0	257
17:30	9	80	0	89	2	0	10	12	0	121	1	122	0	0	0	0	223
17:45	10	72	0	82	0	0	7	7	0	121	0	121	0	0	0	0	210
Total	39	300	0	339	3	0	46	49	0	529	3	532	0	0	0	0	920
Grand Total	197	1527	0	1724	11	0	168	179	0	1573	12	1585	0	0	0	0	3488
Apprch %	11.4	88.6	0		6.1	0	93.9		0	99.2	0.8		0	0	0		
Total %	5.6	43.8	0	49.4	0.3	0	4.8	5.1	0	45.1	0.3	45.4	0	0	0	0	
Unshifted	197	1527	0	1724	11	0	168	179	0	1573	12	1585	0	0	0	0	3488
% Unshifted	100	100	0	100	100	0	100	100	0	100	100	100	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name SIERRA COLLEGE-ENGLISH-F
Site Code 00000000
Start Date 11/28/2006
Page No 2

	SIERRA COLLEGE BLVD. Southbound				ENGLISH COLONY WAY Westbound				SIERRA COLLEGE BLVD. Northbound				ENGLISH COLONY WAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	**20**	101	0	121	1	0	8	9	0	**73**	**1**	**74**	0	0	0	0	204
07:15	20	134	0	154	1	0	9	10	0	67	0	67	0	0	0	0	231
07:30	17	**150**	0	**167**	**2**	0	8	10	0	58	0	58	0	0	0	0	**235**
07:45	14	133	0	147	0	0	**12**	**12**	0	59	0	59	0	0	0	0	218
Total Volume	71	518	0	589	4	0	37	41	0	257	1	258	0	0	0	0	888
% App. Total	12.1	87.9	0		9.8	0	90.2		0	99.6	0.4		0	0	0		
PHF	.888	.863	.000	.882	.500	.000	.771	.854	.000	.880	.250	.872	.000	.000	.000	.000	.945

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PLACER COUNTY

File Name SIERRA COLLEGE-ENGLISH-F
Site Code 00000000
Start Date 11/28/2006
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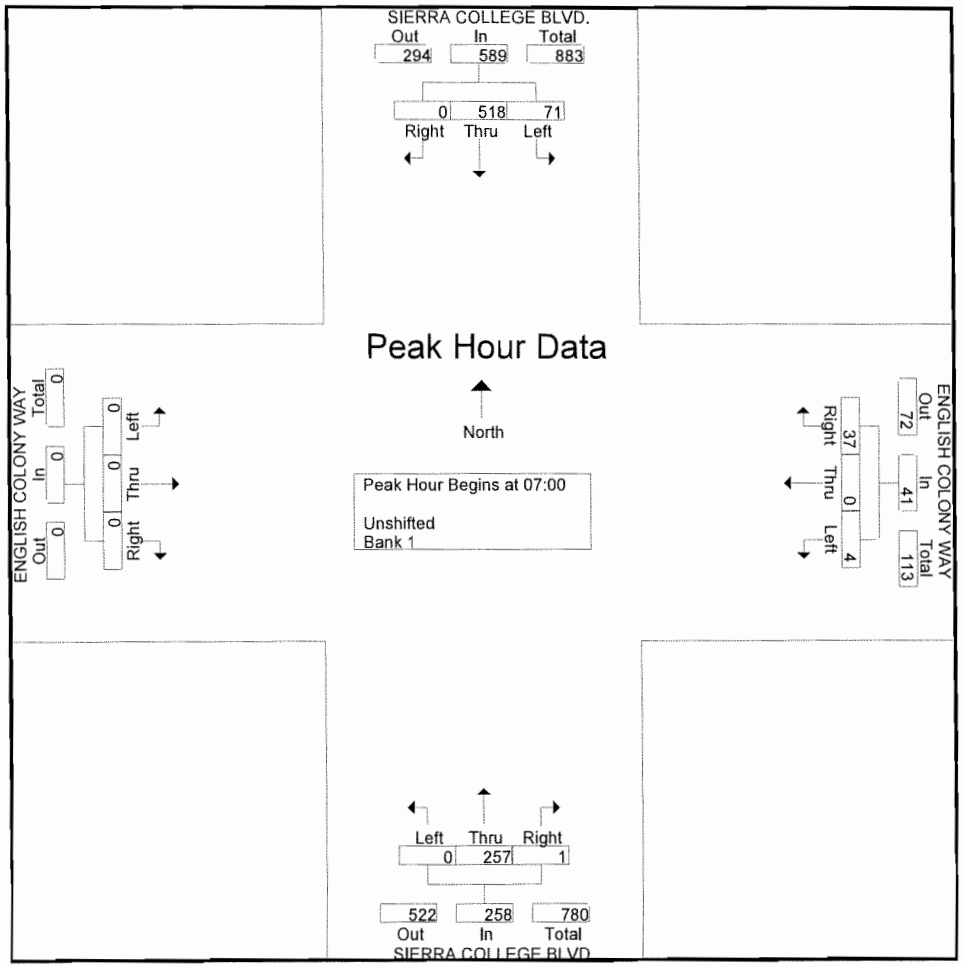

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	**16**	**91**	0	**107**	**1**	0	**16**	**17**	0	130	**2**	132	0	0	0	0	256
16:45	11	75	0	86	1	0	12	13	0	142	0	142	0	0	0	0	241
17:00	13	58	0	71	1	0	15	16	0	142	1	143	0	0	0	0	230
17:15	7	90	0	97	0	0	14	14	0	**145**	1	**146**	0	0	0	0	**257**
Total Volume	47	314	0	361	3	0	57	60	0	559	4	563	0	0	0	0	984
% App. Total	13	87	0		5	0	95		0	99.3	0.7		0	0	0		
PHF	.734	.863	.000	.843	.750	.000	.891	.882	.000	.964	.500	.964	.000	.000	.000	.000	.957

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File Name SIERRA COLLEGE-ENGLISH-F
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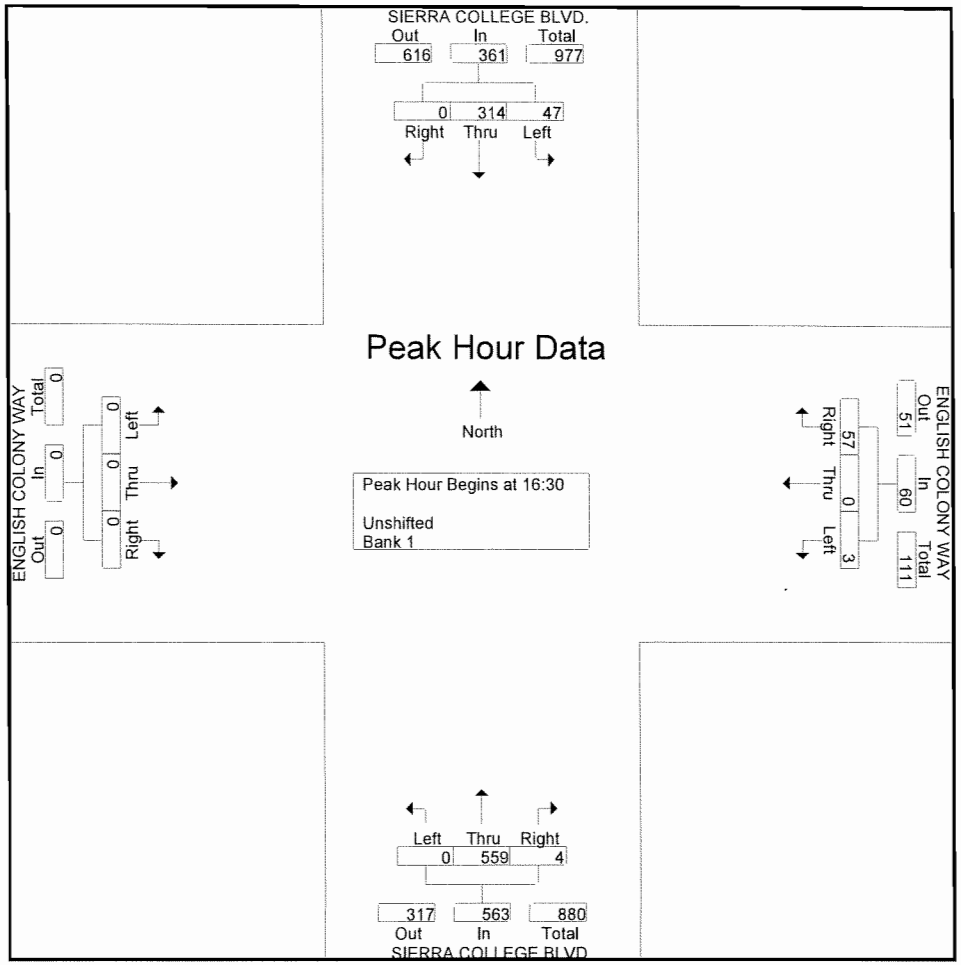

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File Name : SIERRA-ENGLISH-SAT
Site Code : 00000000
Start Date : 12/2/2006
Page No : 1

Groups Printed- Unshifted - Bank 1

	SIERRA COLLEGE BLVD. Southbound					ENGLISH COLONY WAY Westbound					SIERRA COLLEGE BLVD. Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	78	12	0	90	5	0	1	0	6	0	58	0	0	58	0	0	0	0	0	154
11:15 AM	0	78	5	0	83	5	0	1	0	6	3	72	0	0	75	0	0	0	0	0	164
11:30 AM	0	61	10	0	71	6	0	1	0	7	1	79	0	0	80	0	0	0	0	0	158
11:45 AM	0	71	4	0	75	5	0	0	0	5	0	69	0	0	69	0	0	0	0	0	149
Total	0	288	31	0	319	21	0	3	0	24	4	278	0	0	282	0	0	0	0	0	625
12:00 PM	0	63	7	0	70	7	0	0	0	7	1	61	0	0	62	0	0	0	0	0	139
12:15 PM	0	66	9	0	75	2	0	0	0	2	1	83	0	0	84	0	0	0	0	0	161
12:30 PM	0	66	6	0	72	3	0	0	0	3	1	71	0	0	72	0	0	0	0	0	147
12:45 PM	0	80	9	0	89	8	0	1	0	9	1	54	0	0	55	0	0	0	0	0	153
Total	0	275	31	0	306	20	0	1	0	21	4	269	0	0	273	0	0	0	0	0	600
Grand Total	0	563	62	0	625	41	0	4	0	45	8	547	0	0	555	0	0	0	0	0	1225
Apprch %	0	90.1	9.9	0		91.1	0	8.9	0		1.4	98.6	0	0		0	0	0	0		
Total %	0	46	5.1	0	51	3.3	0	0.3	0	3.7	0.7	44.7	0	0	45.3	0	0	0	0	0	
Unshifted	0	563	62	0	625	41	0	4	0	45	8	547	0	0	555	0	0	0	0	0	1225
% Unshifted	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	SIERRA COLLEGE BLVD. Southbound					ENGLISH COLONY WAY Westbound					SIERRA COLLEGE BLVD. Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	**78**	**12**	0	**90**	5	0	**1**	0	6	0	58	0	0	58	0	0	0	0	0	154
11:15 AM	0	78	5	0	83	5	0	1	0	6	**3**	72	0	0	75	0	0	0	0	0	**164**
11:30 AM	0	61	10	0	71	**6**	0	1	0	**7**	1	**79**	0	0	**80**	0	0	0	0	0	158
11:45 AM	0	71	4	0	75	5	0	0	0	5	0	69	0	0	69	0	0	0	0	0	149
Total Volume	0	288	31	0	319	21	0	3	0	24	4	278	0	0	282	0	0	0	0	0	625
% App. Total	0	90.3	9.7	0		87.5	0	12.5	0		1.4	98.6	0	0		0	0	0	0		
PHF	.000	.923	.646	.000	.886	.875	.000	.750	.000	.857	.333	.880	.000	.000	.881	.000	.000	.000	.000	.000	.953

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Site Code : 00000000
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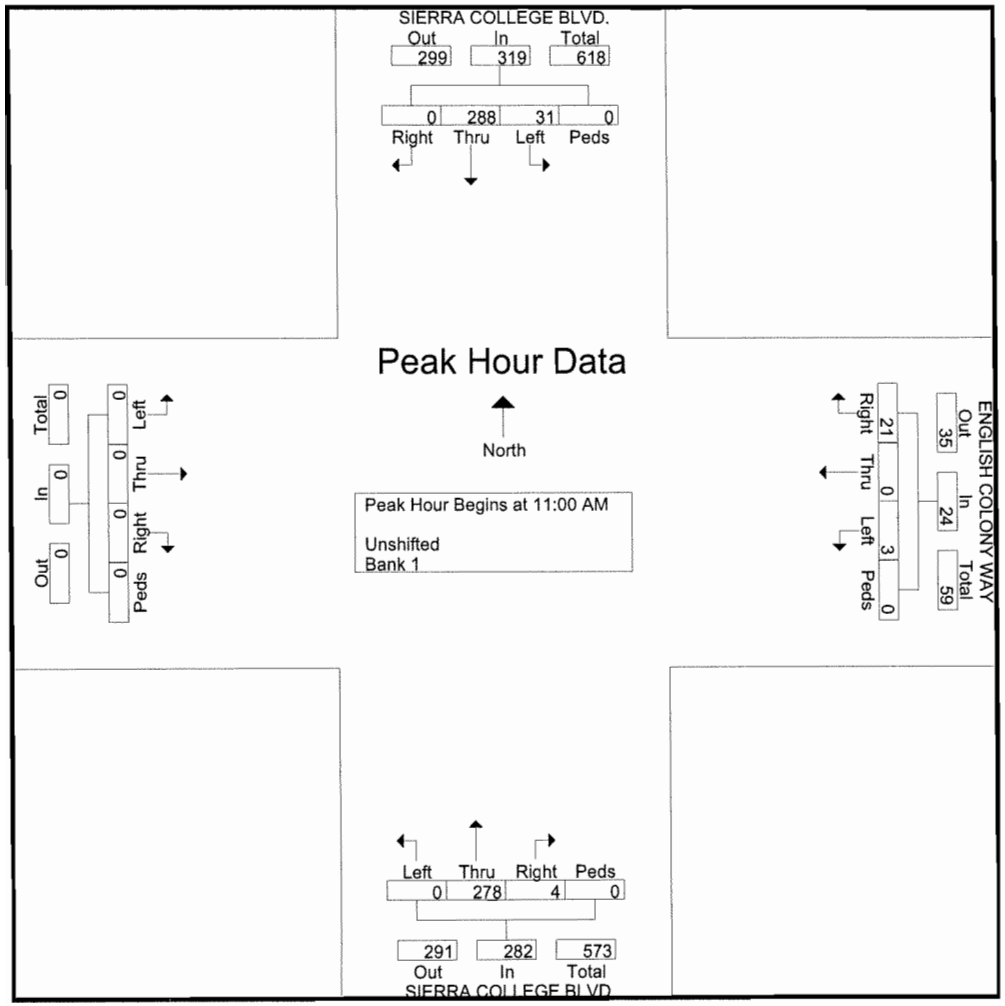

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Site Code : 00000000
Start Date : 11/28/2006
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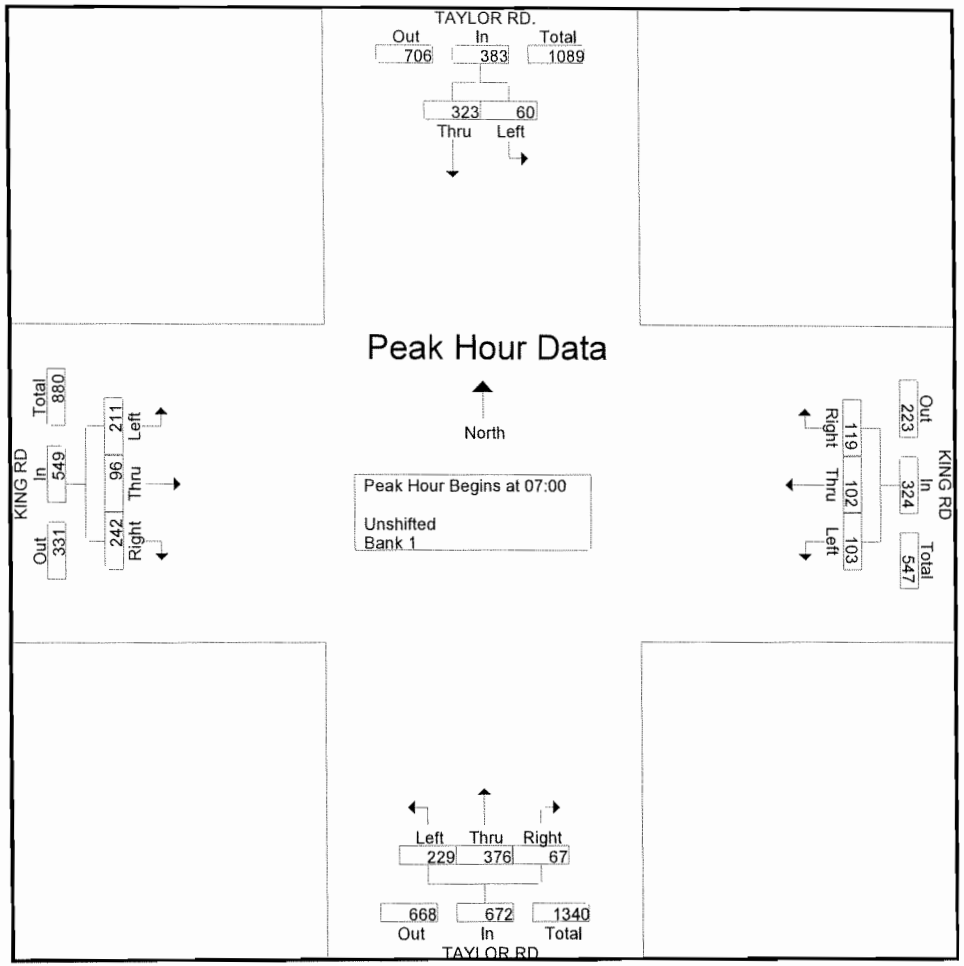
Groups Printed- Unshifted - Bank 1

	TAYLOR RD. Southbound				KING RD Westbound				TAYLOR RD Northbound				KING RD Eastbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	11	50	22	61	10	12	20	42	68	73	8	149	40	16	61	117	22	369	391
07:15	17	71	25	88	17	19	34	70	58	126	13	197	73	16	40	129	25	484	509
07:30	14	99	35	113	30	30	53	113	43	118	22	183	73	32	66	171	35	580	615
07:45	18	103	45	121	46	41	12	99	60	59	24	143	25	32	75	132	45	495	540
Total	60	323	127	383	103	102	119	324	229	376	67	672	211	96	242	549	127	1928	2055
08:00	7	45	13	52	39	23	6	68	61	42	29	132	12	32	50	94	13	346	359
08:15	5	48	7	53	41	18	4	63	55	36	33	124	8	20	54	82	7	322	329
08:30	4	37	5	41	22	9	8	39	43	25	21	89	18	16	58	92	5	261	266
08:45	3	38	11	41	27	12	5	44	51	32	10	93	11	14	52	77	11	255	266
Total	19	168	36	187	129	62	23	214	210	135	93	438	49	82	214	345	36	1184	1220
*** BREAK ***																			
16:00	6	75	32	81	25	25	14	64	91	68	32	191	16	26	97	139	32	475	507
16:15	8	57	22	65	16	25	7	48	103	79	37	219	17	23	73	113	22	445	467
16:30	10	58	10	68	29	13	5	47	81	66	22	169	24	21	92	137	10	421	431
16:45	4	49	17	53	25	20	6	51	87	69	23	179	10	21	55	86	17	369	386
Total	28	239	81	267	95	83	32	210	362	282	114	758	67	91	317	475	81	1710	1791
17:00	7	71	18	78	38	28	2	68	58	80	32	170	19	39	88	146	18	462	480
17:15	9	38	10	47	40	31	9	80	63	63	28	154	17	29	68	114	10	395	405
17:30	8	39	10	47	25	15	4	44	57	70	43	170	20	31	52	103	10	364	374
17:45	5	49	13	54	24	17	9	50	47	65	26	138	8	14	39	61	13	303	316
Total	29	197	51	226	127	91	24	242	225	278	129	632	64	113	247	424	51	1524	1575
Grand Total	136	927	295	1063	454	338	198	990	1026	1071	403	2500	391	382	1020	1793	295	6346	6641
Apprch %	12.8	87.2			45.9	34.1	20		41	42.8	16.1		21.8	21.3	56.9				
Total %	2.1	14.6		16.8	7.2	5.3	3.1	15.6	16.2	16.9	6.4	39.4	6.2	6	16.1	28.3	4.4	95.6	
Unshifted	136	927		1358	454	338	198	990	1026	1071	403	2500	391	382	1020	1793	0	0	6641
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	0	100
Bank 1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	TAYLOR RD. Southbound			KING RD Westbound				TAYLOR RD Northbound				KING RD Eastbound				
Start Time	Left	Thru	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00																
07:00	11	50	61	10	12	20	42	**68**	73	8	149	40	16	61	117	369
07:15	17	71	88	17	19	34	70	58	**126**	13	**197**	**73**	16	40	129	484
07:30	14	99	113	30	30	**53**	**113**	43	118	22	183	73	**32**	66	**171**	**580**
07:45	**18**	**103**	**121**	**46**	**41**	12	99	60	59	**24**	143	25	32	**75**	132	495
Total Volume	60	323	383	103	102	119	324	229	376	67	672	211	96	242	549	1928

PHF	.833	.784	.791	.560	.622	.561	.717	.842	.746	.698	.853	.723	.750	.807	.803	.831



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00

16:00	6	**75**	**81**	25	**25**	**14**	**64**	91	68	32	191	16	**26**	**97**	**139**	**475**
16:15	8	57	65	16	25	7	48	**103**	**79**	**37**	**219**	17	23	73	113	445
16:30	**10**	58	68	**29**	13	5	47	81	66	22	169	**24**	21	92	137	421
16:45	4	49	53	25	20	6	51	87	69	23	179	10	21	55	86	369
Total Volume	28	239	267	95	83	32	210	362	282	114	758	67	91	317	475	1710
% App. Total	10.5	89.5		45.2	39.5	15.2		47.8	37.2	15		14.1	19.2	66.7		
PHF	.700	.797	.824	.819	.830	.571	.820	.879	.892	.770	.865	.698	.875	.817	.854	.900

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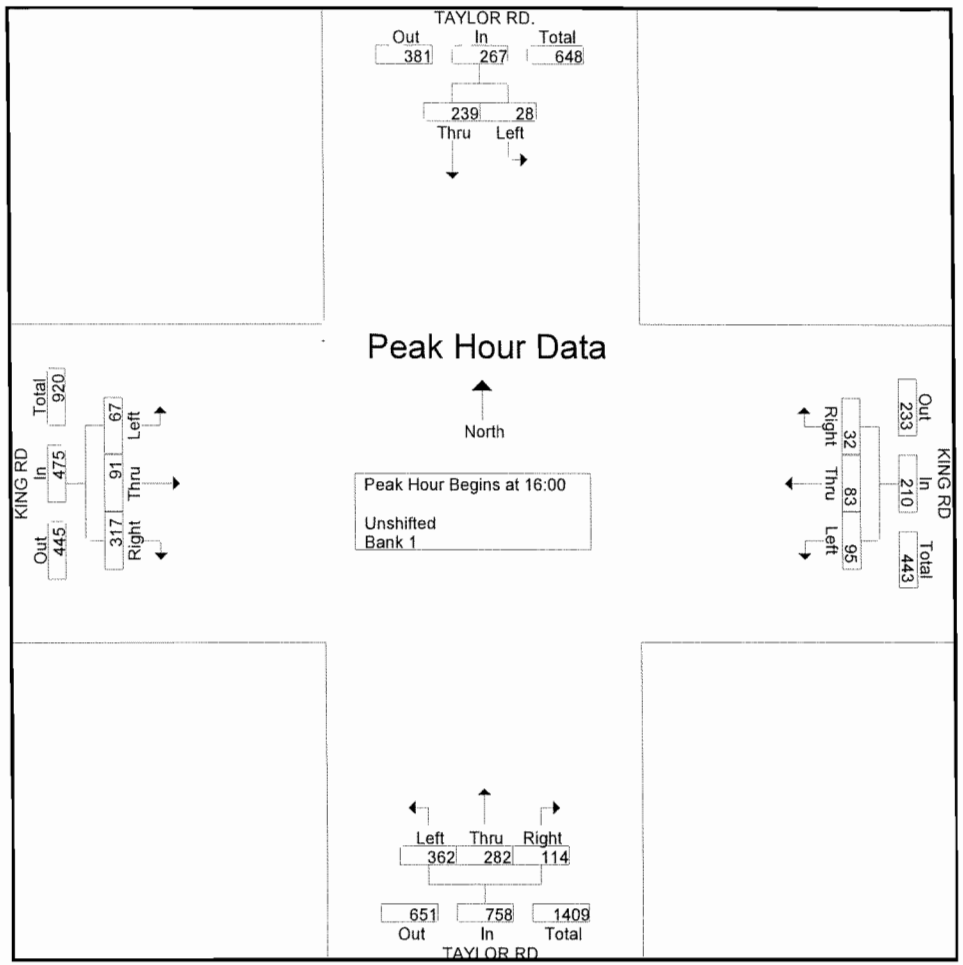

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File Name : TAYLOR-KING-SAT-F
Site Code : 00000000
Start Date : 12/2/2006
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Groups Printed- Unshifted - Bank 1

	TAYLOR RD. Southbound				KING RD. Westbound				TAYLOR RD. Northbound				KING RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	8	42	6	56	2	14	35	51	21	47	32	100	32	12	11	55	262
11:15 AM	10	60	2	72	1	13	27	41	22	53	36	111	39	13	10	62	286
11:30 AM	15	75	5	95	7	11	30	48	23	65	39	127	40	13	17	70	340
11:45 AM	11	68	4	83	10	18	36	64	31	75	45	151	51	10	17	78	376
Total	44	245	17	306	20	56	128	204	97	240	152	489	162	48	55	265	1264
12:00 PM	9	51	6	66	2	16	24	42	29	67	32	128	42	13	11	66	302
12:15 PM	14	50	4	68	2	10	20	32	27	67	43	137	38	11	9	58	295
12:30 PM	6	50	4	60	7	12	19	38	20	59	29	108	33	12	13	58	264
12:45 PM	14	57	4	75	8	15	27	50	33	78	45	156	30	11	6	47	328
Total	43	208	18	269	19	53	90	162	109	271	149	529	143	47	39	229	1189
Grand Total	87	453	35	575	39	109	218	366	206	511	301	1018	305	95	94	494	2453
Apprch %	15.1	78.8	6.1		10.7	29.8	59.6		20.2	50.2	29.6		61.7	19.2	19		
Total %	3.5	18.5	1.4	23.4	1.6	4.4	8.9	14.9	8.4	20.8	12.3	41.5	12.4	3.9	3.8	20.1	
Unshifted	87	453	35	575	39	109	218	366	206	511	301	1018	305	95	94	494	2453
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	TAYLOR RD. Southbound				KING RD. Westbound				TAYLOR RD. Northbound				KING RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	**15**	**75**	5	**95**	7	11	30	48	23	65	39	127	40	**13**	**17**	70	340
11:45 AM	11	68	4	83	**10**	**18**	**36**	**64**	**31**	**75**	**45**	**151**	**51**	10	17	**78**	**376**
12:00 PM	9	51	**6**	66	2	16	24	42	29	67	32	128	42	13	11	66	302
12:15 PM	14	50	4	68	2	10	20	32	27	67	43	137	38	11	9	58	295
Total Volume	49	244	19	312	21	55	110	186	110	274	159	543	171	47	54	272	1313
% App. Total	15.7	78.2	6.1		11.3	29.6	59.1		20.3	50.5	29.3		62.9	17.3	19.9		
PHF	.817	.813	.792	.821	.525	.764	.764	.727	.887	.913	.883	.899	.838	.904	.794	.872	.873

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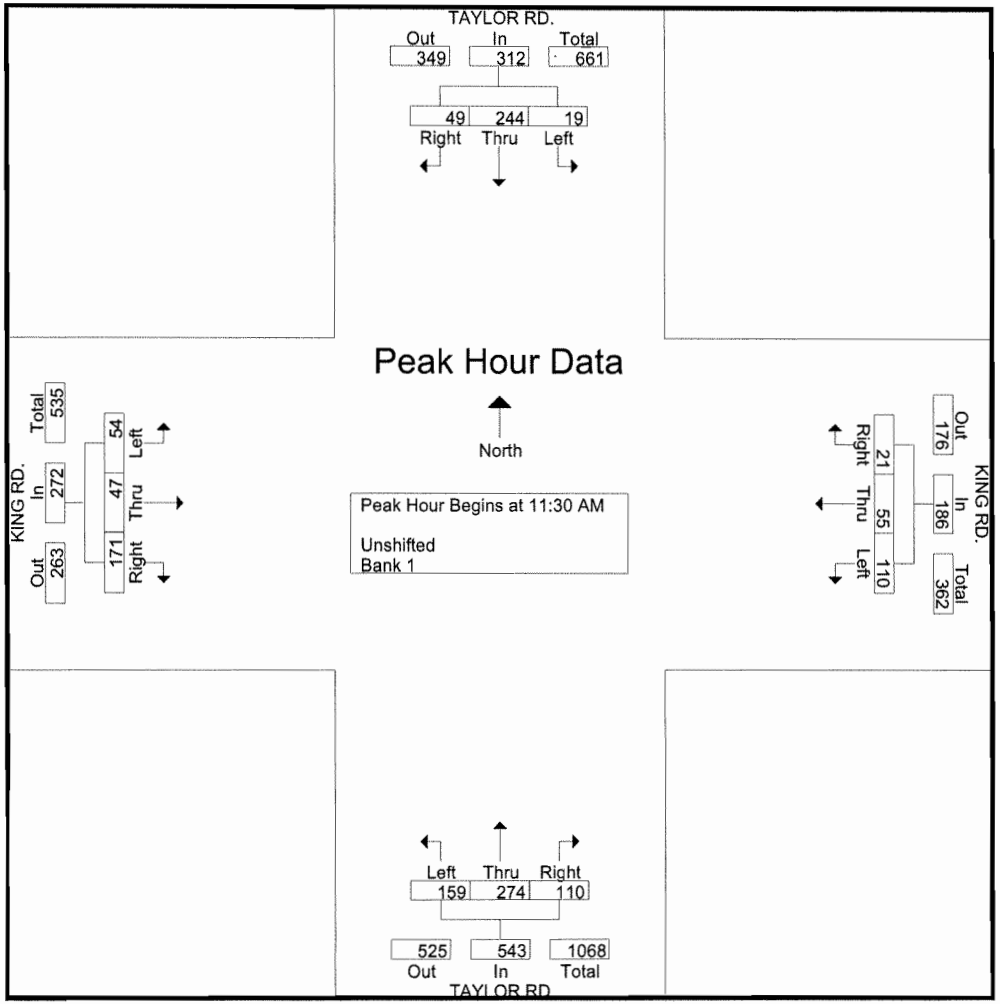

APPENDIX B

EXISTING LOS WORKSHEETS

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	25	289	496	183	404	19	22	153	43	370	71	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	289	496	183	404	19	22	153	43	370	71	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	30	344	591	218	482	23	26	182	51	441	85	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	344	591	218	482	23	26	182	51	441	85	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	30	344	591	218	482	23	26	182	51	485	85	118
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.56	0.44	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2626	124	1375	2147	603	2342	408	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.43	0.16	0.18	0.18	0.02	0.08	0.08	0.21	0.21	0.09
Crit Vol:			591	218					117		285	
Crit Moves:			****	****					****		****	

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	17	12	11	304	7	104	128	713	12	6	528	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	12	11	304	7	104	128	713	12	6	528	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	19	13	12	333	8	114	140	781	13	7	578	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	12	333	8	114	140	781	13	7	578	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	19	13	12	366	8	114	140	781	13	7	578	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.52	0.48	1.96	0.04	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	717	658	2694	56	1375	1375	2704	46	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.14	0.14	0.08	0.10	0.29	0.29	0.00	0.21	0.00
Crit Vol:		25		187			140				289	
Crit Moves:		****		****			****				****	

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	172	2	268	0	680	452	372	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	2	268	0	680	452	372	945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	172	2	268	0	680	452	372	945	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	12	1413	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.19	0.19	0.00	0.24	0.32	0.26	0.33	0.00
Crit Vol:		0			270				452	372		
Crit Moves:					****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	570	2	735	0	0	0	208	569	0	0	631	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2	735	0	0	0	208	569	0	0	631	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	656	2	846	0	0	0	239	655	0	0	726	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	2	846	0	0	0	239	655	0	0	726	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	2	930	0	0	0	239	655	0	0	726	54
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.01	1.68	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1865	6	2404	0	0	0	1425	2850	0	0	2652	198
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.17	0.23	0.00	0.00	0.27	0.27
Crit Vol:	551					0		239			390	
Crit Moves:	****							****			****	

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	23	68	59	23	16	50	71	318	36	66	292	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	68	59	23	16	50	71	318	36	66	292	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	74	64	25	17	54	77	346	39	72	318	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	74	64	25	17	54	77	346	39	72	318	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	74	64	25	17	54	77	346	39	72	318	66
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:	0.15	0.46	0.39	0.26	0.18	0.56	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	219	646	560	368	256	801	1425	1280	145	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.05	0.27	0.27	0.05	0.22	0.05
Crit Vol:			163	25				386		72		
Crit Moves:			****	****				****		****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	86	90	0	0	255	47	36	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	90	0	0	255	47	36	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	94	99	0	0	279	51	39	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	99	0	0	279	51	39	0	77	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	331	xxxx	xxxxx	xxxx	xxxx	xxxxx	543	xxxx	165	xxxx	xxxx	xxxxx
Potent Cap.:	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx	475	xxxx	856	xxxx	xxxx	xxxxx
Move Cap.:	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	xxxx	856	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	653	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	153	243	142	23	426	167	65	171	67	172	232	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	243	142	23	426	167	65	171	67	172	232	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	168	267	156	25	468	184	71	188	74	189	255	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	267	156	25	468	184	71	188	74	189	255	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	267	156	25	468	184	71	188	74	189	255	34
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.11	0.02	0.34	0.13	0.05	0.14	0.05	0.14	0.19	0.02
Crit Vol:	168				468			188		189		
Crit Moves:	****				****			****		****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
User Adj:	1.00	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	406	38	73	592	0	0	0	62	72	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	406	38	73	592	0	0	0	62	72	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	406	38	73	592	0	0	0	62	72	0	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.03	0.05	0.42	0.00	0.00	0.00	0.04	0.05	0.00	0.06
Crit Vol:		406			592				62	72		
Crit Moves:					****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	152	368	74	103	476	63	61	25	34	126	30	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	368	74	103	476	63	61	25	34	126	30	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	168	406	82	114	525	69	67	28	37	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	406	82	114	525	69	67	28	37	139	33	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	168	406	82	114	525	69	67	28	41	139	33	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.06	0.08	0.38	0.05	0.05	0.02	0.01	0.10	0.02	0.03
Crit Vol:	168				525			28		139		
Crit Moves:	****				****			****		****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	460	35	206	458	0	0	0	0	375	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	35	206	458	0	0	0	0	375	0	211
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	522	0	234	520	0	0	0	0	426	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	0	234	520	0	0	0	0	426	0	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	522	0	234	520	0	0	0	0	426	0	240
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	0	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.16	0.36	0.00	0.00	0.00	0.00	0.30	0.00	0.17
Crit Vol:		522			520			0		426		
Crit Moves:		****								****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 0	0	0 0	1 0	1	0 0	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	270	289	0	0	711	122	206	0	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	289	0	0	711	122	206	0	115	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	304	325	0	0	800	137	232	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	325	0	0	800	137	232	0	129	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	304	325	0	0	800	137	232	0	129	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1216	209	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.00	0.00	0.66	0.66	0.16	0.00	0.09	0.00	0.00	0.00
Crit Vol:	304				937		232				0	
Crit Moves:	****				****		****					

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.194
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	598	0	0	831	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	598	0	0	831	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	629	0	0	875	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	0	0	875	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	629	0	0	875	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	0	1500	4500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				292		0				0	
Crit Moves:	****				****							

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	390	463		58	50	432		47	69	114		242	67	173		66
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	390	463		58	50	432		47	69	114		242	67	173		66
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	405	481		60	52	449		49	72	119		252	70	180		69
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	405	481		60	52	449		49	72	119		252	70	180		69
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	405	481		60	52	449		49	72	119		252	70	180		69
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.78		0.22	1.00	1.80		0.20	1.00	2.00		1.00	1.00	0.72		0.28
Final Sat.:	1375	2444		306	1375	2480		270	1375	2750		1375	1375	995		380
Capacity Analysis Module:																
Vol/Sat:	0.29	0.20		0.20	0.04	0.18		0.18	0.05	0.04		0.18	0.05	0.18		0.18
Crit Vol:	405							249				252	70			
Crit Moves:	****							****				****	****			

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	6	269		66	457	359		6	14	67		22	45	14		406
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	269		66	457	359		6	14	67		22	45	14		406
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88
PHF Volume:	7	306		75	521	409		7	16	76		25	51	16		462
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	306		75	521	409		7	16	76		25	51	16		462
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	306		75	521	409		7	16	76		25	51	16		462
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.80		0.20	1.00	0.98		0.02	0.14	0.65		0.21	0.76	0.24		1.00
Final Sat.:	1500	1204		296	1500	1475		25	204	976		320	1144	356		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25		0.25	0.35	0.28		0.28	0.08	0.08		0.08	0.04	0.04		0.31
Crit Vol:				382	521				16							462
Crit Moves:				****	****				****							****

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	162	433	68	17	233	419	74	33	76	39	80	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	433	68	17	233	419	74	33	76	39	80	30
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	181	484	76	19	260	0	83	37	85	44	89	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	484	76	19	260	0	83	37	85	44	89	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	484	76	19	260	0	83	37	85	44	89	34
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.69	0.31	1.00	1.00	0.73	0.27
Final Sat.:	1425	2463	387	1425	1425	1425	986	439	1425	1425	1036	389
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.20	0.01	0.18	0.00	0.08	0.08	0.06	0.03	0.09	0.09
Crit Vol:	181				260		83					123
Crit Moves:	****				****		****					****

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[16.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	353		50		98	245		0		0	0		0		55	0		312	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	353		50		98	245		0		0	0		0		55	0		312	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	0	383		54		106	266		0		0	0		0		60	0		339	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	383		54		106	266		0		0	0		0		60	0		339	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		438	xxxx		xxxxx		xxxx	xxxx		xxxxx		862	xxxx		383	
Potent Cap.:	xxxx	xxxx		xxxxx		1133	xxxx		xxxxx		xxxx	xxxx		xxxxx		328	xxxx		669	
Move Cap.:	xxxx	xxxx		xxxxx		1133	xxxx		xxxxx		xxxx	xxxx		xxxxx		303	xxxx		669	
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		xxxx	xxxx		xxxx		0.20	xxxx		0.51	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.7	xxxx		2.9	
Control Del:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		19.8	xxxx		15.8	
LOS by Move:	*	*		*		A	*		*		*	*		*		C	*		C	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					16.4				
ApproachLOS:	*					*					*					C				

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	133	0	155		0	0	0		0	79	124		105	110	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	133	0	155		0	0	0		0	79	124		105	110	0	
User Adj:	1.00	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:	149	0	174		0	0	0		0	89	139		118	123	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	149	0	174		0	0	0		0	89	139		118	123	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	517	xxxx	158	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	228	xxxx	xxxxx				
Potent Cap.:	522	xxxx	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1352	xxxx	xxxxx				
Move Cap.:	484	xxxx	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1352	xxxx	xxxxx				
Volume/Cap:	0.31	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	643	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				
Shrd ConDel:	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx				
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	16.1			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	C			*			*			*						

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	240	55	0		0	72	98		83	0	87		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	55	0		0	72	98		83	0	87		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	280	64	0		0	84	114		97	0	101		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	280	64	0		0	84	114		97	0	101		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	765	xxxx	141	xxxx	xxxx	xxxxx				
Potent Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	xxxx	912	xxxx	xxxx	xxxxx				
Move Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	xxxx	912	xxxx	xxxx	xxxxx				
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.11	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	0.4	xxxx	xxxx	xxxxx				
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	9.4	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			15.6			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	190		18	100	425		17	3	16		4	41	11		65
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	190		18	100	425		17	3	16		4	41	11		65
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	2	209		20	110	469		19	3	18		4	45	12		72
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	209		20	110	469		19	3	18		4	45	12		72
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	209		20	110	469		19	3	18		4	45	12		72
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.91		0.09	1.00	0.96		0.04	0.13	0.70		0.17	0.35	0.09		0.56
Final Sat.:	1425	1302		123	1425	1370		55	186	991		248	499	134		792
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16		0.16	0.08	0.34		0.34	0.02	0.02		0.02	0.09	0.09		0.09
Crit Vol:		2						487		3						129
Crit Moves:	****							****	****							****

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	257		1	71	518		0	0	0		0	4	0		37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	257		1	71	518		0	0	0		0	4	0		37
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	272		1	75	548		0	0	0		0	4	0		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	272		1	75	548		0	0	0		0	4	0		39
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	273	xxxx		xxxxx	xxxx	xxxx		xxxxx	971	xxxx		272
Potent Cap.:	xxxx	xxxx		xxxxx	1302	xxxx		xxxxx	xxxx	xxxx		xxxxx	283	xxxx		771
Move Cap.:	xxxx	xxxx		xxxxx	1302	xxxx		xxxxx	xxxx	xxxx		xxxxx	270	xxxx		771
Volume/Cap:	xxxx	xxxx		xxxx	0.06	xxxx		xxxx	xxxx	xxxx		xxxx	0.02	xxxx		0.05
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	7.9	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	653		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.9		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.9			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	229	376	67	60	323	0	211	96	242	103	102	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	376	67	60	323	0	211	96	242	103	102	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	276	452	81	72	389	0	254	116	291	124	123	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	452	81	72	389	0	254	116	291	124	123	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	276	452	81	72	389	0	254	116	291	124	123	143
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1375	1375	1375	1375	2750	0	1375	1375	1375	1375	635	740
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.06	0.05	0.14	0.00	0.18	0.08	0.21	0.09	0.19	0.19
Crit Vol:		452		72			254				266	
Crit Moves:		****		****			****				****	

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	41	443	509	122	514	21	34	113	23	595	148	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	443	509	122	514	21	34	113	23	595	148	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	44	471	541	130	546	22	36	120	24	632	157	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	471	541	130	546	22	36	120	24	632	157	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	44	471	541	130	546	22	36	120	24	696	157	235
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.66	0.34	1.63	0.37	1.00
Final Sat.:	1375	2750	1375	1375	2642	108	1375	2285	465	2243	507	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.39	0.09	0.21	0.21	0.03	0.05	0.05	0.31	0.31	0.17
Crit Vol:			541	130					72		426	
Crit Moves:			****	****					****		****	

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	23	14	35	489	16	357	233	676	23	40	745	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	14	35	489	16	357	233	676	23	40	745	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	25	15	37	522	17	381	249	721	25	43	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	37	522	17	381	249	721	25	43	795	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	25	15	37	574	17	381	249	721	25	43	795	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	393	982	2671	79	1375	1375	2660	90	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.21	0.21	0.28	0.18	0.27	0.27	0.03	0.29	0.00
Crit Vol:			52			381	249				398	
Crit Moves:			****			****	****				****	

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	52	2	258	0	686	516	503	1102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	2	258	0	686	516	503	1102	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	56	2	278	0	738	555	541	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	2	278	0	738	555	541	1186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	56	2	278	0	738	555	541	1186	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.20	0.20	0.00	0.26	0.39	0.38	0.42	0.00
Crit Vol:		0				280			555	541		
Crit Moves:						****			****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	548	1	602	0	0	0	211	527	0	0	1057	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1	602	0	0	0	211	527	0	0	1057	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	561	1	616	0	0	0	216	539	0	0	1082	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	1	616	0	0	0	216	539	0	0	1082	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	617	1	678	0	0	0	216	539	0	0	1082	122
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	0.01	1.57	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	2036	3	2236	0	0	0	1425	2850	0	0	2562	288
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.15	0.19	0.00	0.00	0.42	0.42
Crit Vol:		432				0		216			602	
Crit Moves:		****						****			****	

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	25	19	46	38	46	129	27	401	20	28	460	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	19	46	38	46	129	27	401	20	28	460	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	20	48	39	48	133	28	415	21	29	476	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	20	48	39	48	133	28	415	21	29	476	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	20	48	39	48	133	28	415	21	29	476	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	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:	0.28	0.21	0.51	0.18	0.22	0.60	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	396	301	728	254	308	863	1425	1357	68	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.15	0.15	0.15	0.02	0.31	0.31	0.02	0.33	0.01
Crit Vol:	26					220	28				476	
Crit Moves:	****					****	****				****	

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

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

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	30	293		0		0	197		24		60		0		63	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30	293		0		0	197		24		60		0		63	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.88	0.88		0.88		0.88	0.88		0.88		0.88		0.88		0.88	0.88		0.88		0.88
PHF Volume:	34	334		0		0	224		27		68		0		72	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	34	334		0		0	224		27		68		0		72	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	252	xxxx	xxxxx	xxxx	xxxx	xxxxx					473	xxxx			126	xxxx	xxxx	xxxxx		
Potent Cap.:	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx					525	xxxx			907	xxxx	xxxx	xxxxx		
Move Cap.:	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx					515	xxxx			907	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.13	xxxx			0.08	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	661	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx										
ApproachLOS:	*			*			B			*										

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	551	253	26	341	109	152	305	97	207	266	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	132	607	279	29	376	120	168	336	107	228	293	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	607	279	29	376	120	168	336	107	228	293	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	607	279	29	376	120	168	336	107	228	293	40
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.20	0.02	0.27	0.09	0.12	0.24	0.08	0.17	0.21	0.03
Crit Vol:		607		29				336		228		
Crit Moves:		****		****				****		****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	601	105	89	544	0	0	0	92	79	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	601	105	89	544	0	0	0	92	79	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	601	105	89	544	0	0	0	92	79	0	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.07	0.06	0.38	0.00	0.00	0.00	0.06	0.06	0.00	0.07
Crit Vol:		601		89					92	79		
Crit Moves:		****		****					****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	96	526	72	70	504	67	131	32	178	112	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	526	72	70	504	67	131	32	178	112	20	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	105	575	79	77	551	73	143	35	195	123	22	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	575	79	77	551	73	143	35	195	123	22	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	105	575	79	77	551	73	143	35	214	123	22	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.06	0.06	0.40	0.05	0.10	0.03	0.08	0.09	0.02	0.03
Crit Vol:	105				551				107	123		
Crit Moves:	****				****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	560	38	213	576	0	0	0	0	320	0	159
Growth Adj:	1.00	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	560	38	213	576	0	0	0	0	320	0	159
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	610	0	232	627	0	0	0	0	349	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	0	232	627	0	0	0	0	349	0	173
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	610	0	232	627	0	0	0	0	349	0	173
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	0	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.16	0.44	0.00	0.00	0.00	0.00	0.24	0.00	0.12
Crit Vol:	0				627				0	349		
Crit Moves:	****				****					****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.124
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	334	387	0		0	672	224		211	0	31		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	334	387	0		0	672	224		211	0	31		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	371	430	0		0	747	249		234	0	34		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	430	0		0	747	249		234	0	34		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	371	430	0		0	747	249		234	0	34		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.75	0.25		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	1425	0		0	1069	356		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.30	0.00		0.00	0.70	0.70		0.16	0.00	0.02		0.00	0.00	0.00	
Crit Vol:	371						996		234						0	
Crit Moves:	****						****		****							

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	805	0		0	691	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	805	0		0	691	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	847	0		0	727	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	847	0		0	727	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	847	0		0	727	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	0.00		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4500	0		1500	4500	0		0	0	0		3000	0	3000	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.00		0.00	0.16	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:		282				0			0						0	
Crit Moves:		****				****										

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	298	604	52	67	505	78	171	235	404	30	139	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	604	52	67	505	78	171	235	404	30	139	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	317	643	55	71	537	83	182	250	430	32	148	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	643	55	71	537	83	182	250	430	32	148	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	317	643	55	71	537	83	182	250	430	32	148	32
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.73	0.27	1.00	2.00	1.00	1.00	0.82	0.18
Final Sat.:	1375	2532	218	1375	2382	368	1375	2750	1375	1375	1131	244
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.25	0.05	0.23	0.23	0.13	0.09	0.31	0.02	0.13	0.13
Crit Vol:	317				310				430	32		
Crit Moves:	****				****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	476	104	409	409	10	7	12	8	77	13	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	476	104	409	409	10	7	12	8	77	13	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	500	109	430	430	11	7	13	8	81	14	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	500	109	430	430	11	7	13	8	81	14	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	500	109	430	430	11	7	13	8	81	14	601
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.98	0.02	0.26	0.44	0.30	0.86	0.14	1.00
Final Sat.:	1500	1231	269	1500	1464	36	389	667	444	1283	217	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.29	0.29	0.29	0.02	0.02	0.02	0.06	0.06	0.40
Crit Vol:			609	430			7					601
Crit Moves:			****	****			****					****

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	88	373	177	48	202	387	75	46	67	140	50	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	373	177	48	202	387	75	46	67	140	50	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	389	185	50	211	0	78	48	70	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	389	185	50	211	0	78	48	70	146	52	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	389	185	50	211	0	78	48	70	146	52	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.41	0.59
Final Sat.:	1425	1933	917	1425	1425	1425	883	542	1425	1425	584	841
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.15	0.00	0.09	0.09	0.05	0.10	0.09	0.09
Crit Vol:		287			50			126			146	
Crit Moves:		****			****			****			****	

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: C[16.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	353		50		98	245		0		0	0		0		55	0		312	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	353		50		98	245		0		0	0		0		55	0		312	
User Adj:	1.00	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	376		53		104	261		0		0	0		0		59	0		333	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	376		53		104	261		0		0	0		0		59	0		333	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		430	xxxx		xxxxx		xxxx	xxxx		xxxxx		846	xxxx		376	
Potent Cap.:	xxxx	xxxx		xxxxx		1141	xxxx		xxxxx		xxxx	xxxx		xxxxx		335	xxxx		675	
Move Cap.:	xxxx	xxxx		xxxxx		1141	xxxx		xxxxx		xxxx	xxxx		xxxxx		310	xxxx		675	
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		xxxx	xxxx		xxxx		0.19	xxxx		0.49	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.7	xxxx		2.7	
Control Del:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		19.3	xxxx		15.4	
LOS by Move:	*	*		*		A	*		*		*	*		*		C	*		C	
Movement:	LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					16.0				
ApproachLOS:	*					*					*					C				

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:		Include				Include				Include				Include		
Lanes:	0	0 1!	0	0	0	0 0	0	0	0	0 0	1	0	0	1 0	0	0
Volume Module:																
Base Vol:	143	0	72		0	0	0		0	64	150		114	57	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	143	0	72		0	0	0		0	64	150		114	57	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	159	0	80		0	0	0		0	71	167		127	63	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	159	0	80		0	0	0		0	71	167		127	63	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	472	xxxx	155		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		238	xxxx	xxxxx	
Potent Cap.:	554	xxxx	896		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1340	xxxx	xxxxx	
Move Cap.:	511	xxxx	896		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1340	xxxx	xxxxx	
Volume/Cap:	0.31	xxxx	0.09		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	597	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	15.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
Shared LOS:	*	C	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	15.0				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[10.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:		Include				Include				Include				Include		
Lanes:	0	1 0	0	0	0	0 0	0	1	0	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	153	68	0		0	43	55		61	0	242		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	68	0		0	43	55		61	0	242		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	177	79	0		0	50	64		71	0	280		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	177	79	0		0	50	64		71	0	280		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	113	xxxx	xxxxx		xxxx	xxxx	xxxxx		514	xxxx		82	xxxx	xxxx	xxxxx	
Potent Cap.:	1488	xxxx	xxxxx		xxxx	xxxx	xxxxx		524	xxxx		984	xxxx	xxxx	xxxxx	
Move Cap.:	1488	xxxx	xxxxx		xxxx	xxxx	xxxxx		471	xxxx		984	xxxx	xxxx	xxxxx	
Volume/Cap:	0.12	xxxx	xxxx		xxxx	xxxx	xxxx		0.15	xxxx		0.28	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.4	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.5	xxxx		1.2	xxxx	xxxx	xxxxx	
Control Del:	7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		14.0	xxxx		10.1	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		B	*		B	*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				10.9				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	487		39	63	298		3	21	14		4	15	4		88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	487		39	63	298		3	21	14		4	15	4		88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	2	508		41	66	311		3	22	15		4	16	4		92
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	508		41	66	311		3	22	15		4	16	4		92
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	508		41	66	311		3	22	15		4	16	4		92
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.93		0.07	1.00	0.99		0.01	0.54	0.36		0.10	0.14	0.04		0.82
Final Sat.:	1425	1319		106	1425	1411		14	767	512		146	200	53		1172
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39		0.39	0.05	0.22		0.22	0.03	0.03		0.03	0.08	0.08		0.08
Crit Vol:		549				66				22				112		
Crit Moves:		****				****				****				****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

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

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	559		4		47	314		0		0	0		0		3	0		57	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	559		4		47	314		0		0	0		0		3	0		57	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.96	0.96		0.96		0.96	0.96		0.96		0.96	0.96		0.96		0.96	0.96		0.96	
PHF Volume:	0	584		4		49	328		0		0	0		0		3	0		60	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	584		4		49	328		0		0	0		0		3	0		60	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		588	xxxx		xxxxx		xxxx	xxxx		xxxxx		1013	xxxx		586	
Potent Cap.:	xxxx	xxxx		xxxxx		997	xxxx		xxxxx		xxxx	xxxx		xxxxx		267	xxxx		514	
Move Cap.:	xxxx	xxxx		xxxxx		997	xxxx		xxxxx		xxxx	xxxx		xxxxx		257	xxxx		514	
Volume/Cap:	xxxx	xxxx		xxxx		0.05	xxxx		xxxx		xxxx	xxxx		xxxx		0.01	xxxx		0.12	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		8.8	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		A	*		*		*	*		*		*	*		*	
Movement:	LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	489		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	0.4		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	13.4		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	B		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					13.4				
ApproachLOS:	*					*					*					B				

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	362	282	114	28	239	0	67	91	317	95	83	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	282	114	28	239	0	67	91	317	95	83	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	402	313	127	31	266	0	74	101	352	106	92	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	313	127	31	266	0	74	101	352	106	92	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	313	127	31	266	0	74	101	352	106	92	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1375	1375	1375	1375	2750	0	1375	1375	1375	1375	992	383
Capacity Analysis Module:												
Vol/Sat:	0.29	0.23	0.09	0.02	0.10	0.00	0.05	0.07	0.26	0.08	0.09	0.09
Crit Vol:	402				133				352	106		
Crit Moves:	****				****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	15	276	397		110	304	16		22	56	22		304	48	114	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	276	397		110	304	16		22	56	22		304	48	114	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	15	280	403		112	308	16		22	57	22		308	49	116	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	280	403		112	308	16		22	57	22		308	49	116	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	15	280	403		112	308	16		22	57	22		339	49	116	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.90	0.10		1.00	1.44	0.56		1.75	0.25	1.00	
Final Sat.:	1375	2750	1375		1375	2612	138		1375	1974	776		2405	345	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.29		0.08	0.12	0.12		0.02	0.03	0.03		0.14	0.14	0.08	
Crit Vol:			403		112						40		194			
Crit Moves:			****		****						****		****			

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	1 0	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	32	16	29		448	22	129		212	378	11		35	380	295	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	16	29		448	22	129		212	378	11		35	380	295	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.00	
PHF Volume:	34	17	31		475	23	137		225	400	12		37	403	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	17	31		475	23	137		225	400	12		37	403	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	34	17	31		522	23	137		225	400	12		37	403	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.36	0.64		1.91	0.09	1.00		1.00	1.94	0.06		1.00	2.00	1.00	
Final Sat.:	1375	489	886		2632	118	1375		1375	2672	78		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.20	0.20	0.10		0.16	0.15	0.15		0.03	0.15	0.00	
Crit Vol:		48				273			225					201		
Crit Moves:		****				****			****					****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		1	0	0	1	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0		0		0		301		1		357		0		645		72		145		379		0	
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:	0		0		0		301		1		357		0		645		72		145		379		0	
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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		0.94	0.94		0.94	0.94	
PHF Volume:	0		0		0		321		1		381		0		688		77		155		404		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		321		1		381		0		688		77		155		404		0	
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Final Vol.:	0		0		0		321		1		381		0		688		77		155		404		0	
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425	1425		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		1.00	1.00		1.00	1.00	
Lanes:	0.00	0.00		0.00	1.00		0.01	0.99		0.00	2.00		1.00	1.00		1.00	2.00		0.00	0.00		0.00	0.00	
Final Sat.:	0		0		0		1425		4		1421		0		2850		1425		1425		2850		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00	0.23		0.27	0.27		0.00	0.24		0.05	0.11		0.14	0.00							
Crit Vol:		0					382				344			155										
Crit Moves:							****				****			****										

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1!	0	1		0	0	0	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	26		0		114		0		0		0		203		757		0		0		498		261	
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:	26		0		114		0		0		0		203		757		0		0		498		261	
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adj:	0.90	0.90		0.90	0.90		0.90	0.90		0.90	0.90		0.90	0.90		0.90	0.90		0.90	0.90		0.90	0.90	
PHF Volume:	29		0		126		0		0		0		225		838		0		0		551		289	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	29		0		126		0		0		0		225		838		0		0		551		289	
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
MLF Adj:	1.10	1.00		1.10	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Final Vol.:	32		0		139		0		0		0		225		838		0		0		551		289	
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425	1425		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		1.00	1.00		1.00	1.00	
Lanes:	1.00	0.00		2.00	0.00		0.00	0.00		0.00	1.00		2.00	0.00		0.00	0.00		0.00	1.31		0.69		
Final Sat.:	1425		0		2850		0		0		0		1425	2850			0		0		1870		980	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.00		0.05	0.00		0.00	0.00		0.00	0.16		0.29	0.00		0.00	0.29		0.29					
Crit Vol:				69				0			225								420					
Crit Moves:				****							****								****					

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	5	9	7		5	10	20		13	286	8		15	245	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	9	7		5	10	20		13	286	8		15	245	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	5	10	8		5	11	22		14	312	9		16	267	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	10	8		5	11	22		14	312	9		16	267	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	10	8		5	11	22		14	312	9		16	267	5	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.24	0.43	0.33		0.14	0.29	0.57		1.00	0.97	0.03		1.00	1.00	1.00	
Final Sat.:	339	611	475		204	407	814		1425	1386	39		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.03	0.03	0.03		0.01	0.22	0.22		0.01	0.19	0.00	
Crit Vol:	5						38				320		16			
Crit Moves:	****						****				****		****			

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	8	164	0		0	243	10		9	0	19		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	164	0		0	243	10		9	0	19		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	9	181	0		0	268	11		10	0	21		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	9	181	0		0	268	11		10	0	21		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	279	xxxx	xxxxx		xxxx	xxxx	xxxxx		382	xxxx	140		xxxx	xxxx	xxxxx	
Potent Cap.:	1295	xxxx	xxxxx		xxxx	xxxx	xxxxx		599	xxxx	889		xxxx	xxxx	xxxxx	
Move Cap.:	1295	xxxx	xxxxx		xxxx	xxxx	xxxxx		595	xxxx	889		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.02	xxxx	0.02		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	768	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	9.9	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	A	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				9.9				xxxxxx			
ApproachLOS:	*				*				A				*			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	28	324	69	29	267	60	25	220	28	83	202	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	324	69	29	267	60	25	220	28	83	202	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	30	345	73	31	284	64	27	234	30	88	215	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	345	73	31	284	64	27	234	30	88	215	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	345	73	31	284	64	27	234	30	88	215	26
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.05	0.02	0.21	0.05	0.02	0.17	0.02	0.06	0.16	0.02
Crit Vol:		345			31			234			88	
Crit Moves:		****			****			****			****	

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	383	11	31	374	0	0	0	14	43	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	383	11	31	374	0	0	0	14	43	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	396	11	32	386	0	0	0	14	44	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	11	32	386	0	0	0	14	44	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	396	11	32	386	0	0	0	14	44	0	36
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.01	0.02	0.27	0.00	0.00	0.00	0.01	0.03	0.00	0.03
Crit Vol:		396			32				14	44		
Crit Moves:		****			****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	146	298	94	56	278	98	107	19	78	119	18	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	298	94	56	278	98	107	19	78	119	18	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	322	102	61	301	106	116	21	84	129	19	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	322	102	61	301	106	116	21	84	129	19	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	158	322	102	61	301	106	116	21	93	129	19	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.07	0.04	0.22	0.08	0.08	0.01	0.03	0.09	0.01	0.02
Crit Vol:	158				301				46	129		
Crit Moves:	****				****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	489	69	113	323	0	0	0	0	162	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	489	69	113	323	0	0	0	0	162	0	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	557	0	129	368	0	0	0	0	185	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	557	0	129	368	0	0	0	0	185	0	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	557	0	129	368	0	0	0	0	185	0	32
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	0	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.09	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.02
Crit Vol:		557			368				0	185		
Crit Moves:		****								****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0 0
Volume Module:																
Base Vol:	151	311	0	0	407	78	247	0	192	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	151	311	0	0	407	78	247	0	192	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84				
PHF Volume:	180	372	0	0	486	93	295	0	229	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	180	372	0	0	486	93	295	0	229	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	180	372	0	0	486	93	295	0	229	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	1425	0	0	1196	229	1425	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.26	0.00	0.00	0.41	0.41	0.21	0.00	0.16	0.00	0.00	0.00				
Crit Vol:	180					579	295				0					
Crit Moves:	****					****	****									

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.140
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 3	0	0	0	0 0	0	0	2	0 0	0	2
Volume Module:																
Base Vol:	0	441	0	0	599	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	441	0	0	599	0	0	0	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	464	0	0	631	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	464	0	0	631	0	0	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10				
Final Vol.:	0	464	0	0	631	0	0	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00		
Final Sat.:	0	4500	0	1500	4500	0	0	0	0	3000	0	3000				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Vol:	0				210		0				0					
Crit Moves:	****				****											

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	203	376	34	39	328	68	84	152	188	44	167	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	376	34	39	328	68	84	152	188	44	167	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	219	406	37	42	354	73	91	164	203	48	180	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	406	37	42	354	73	91	164	203	48	180	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	406	37	42	354	73	91	164	203	48	180	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.66	0.34	1.00	2.00	1.00	1.00	0.87	0.13
Final Sat.:	1375	2522	228	1375	2278	472	1375	2750	1375	1375	1196	179
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.16	0.16	0.07	0.06	0.15	0.03	0.15	0.15
Crit Vol:	219					214	91				207	
Crit Moves:	****					****	****				****	

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	14	333	99	300	312	6	6	16	8	102	12	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	333	99	300	312	6	6	16	8	102	12	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	14	340	101	306	319	6	6	16	8	104	12	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	340	101	306	319	6	6	16	8	104	12	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	340	101	306	319	6	6	16	8	104	12	279
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.98	0.02	0.20	0.53	0.27	0.89	0.11	1.00
Final Sat.:	1500	1156	344	1500	1472	28	300	800	400	1342	158	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.20	0.22	0.22	0.02	0.02	0.02	0.08	0.08	0.19
Crit Vol:			441	306			6					279
Crit Moves:			****	****			****					****

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	107	300	83	42	179	0	50	45	41	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	300	83	42	179	0	50	45	41	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	300	83	42	179	0	50	45	41	130	60	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	0.53	0.47	1.00	1.00	0.49	0.51
Final Sat.:	1425	2230	620	1425	1425	1425	752	673	1425	1425	700	725
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.03	0.13	0.00	0.07	0.07	0.03	0.09	0.09	0.09
Crit Vol:	107				179			95		130		
Crit Moves:	****				****			****		****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	257	45	88	256	0	0	0	0	46	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	45	88	256	0	0	0	0	46	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	263	46	90	262	0	0	0	0	47	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	263	46	90	262	0	0	0	0	47	0	211
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	309	xxxx	xxxxx	xxxx	xxxx	xxxxx	706	xxxx	263
Potent Cap.:	xxxx	xxxx	xxxxx	1263	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	780
Move Cap.:	xxxx	xxxx	xxxxx	1263	xxxx	xxxxx	xxxx	xxxx	xxxxx	382	xxxx	780
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.27
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.7	xxxx	11.3
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:		Include				Include				Include				Include		
Lanes:	0	0 1!	0	0	0	0 0	0	0	0	0 0	1	0	0	1 0	0	0
Volume Module:																
Base Vol:	22	0	90	0	0	0	0	52	21	60	56	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	0	90	0	0	0	0	52	21	60	56	0				
User Adj:	1.00	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:	24	0	98	0	0	0	0	57	23	65	61	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	24	0	98	0	0	0	0	57	23	65	61	0				
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	260	xxxx		68	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		80	xxxx	xxxxx	
Potent Cap.:	733	xxxx		1001	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1531	xxxx	xxxxx	
Move Cap.:	709	xxxx		1001	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1531	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx		0.10	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.04	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*			A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	926	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Shrd ConDel:	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
Shared LOS:	*	A	*	*	*	*	*	*	*			A	*	*		
ApproachDel:		9.5			xxxxxx			xxxxxx					xxxxxx			
ApproachLOS:		A			*			*					*			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[10.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:		Include				Include				Include				Include		
Lanes:	0	1 0	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	85	48	0	0	38	96	75	0	173	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	85	48	0	0	38	96	75	0	173	0	0	0				
User Adj:	1.00	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:	92	52	0	0	41	104	82	0	188	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	92	52	0	0	41	104	82	0	188	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	146	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	xxxx		93	xxxx	xxxx	xxxxx			
Potent Cap.:	1449	xxxx	xxxxx	xxxx	xxxx	xxxxx	668	xxxx		969	xxxx	xxxx	xxxxx			
Move Cap.:	1449	xxxx	xxxxx	xxxx	xxxx	xxxxx	634	xxxx		969	xxxx	xxxx	xxxxx			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx		0.19	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx		0.7	xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx		9.6	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*		A	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	*		*	*	*			
ApproachDel:		xxxxxx			xxxxxx			10.2					xxxxxx			
ApproachLOS:		*			*			B					*			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	267		19	50	289		2	2	14		8	38	10		47
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	267		19	50	289		2	2	14		8	38	10		47
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	7	291		21	55	315		2	2	15		9	41	11		51
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	291		21	55	315		2	2	15		9	41	11		51
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	291		21	55	315		2	2	15		9	41	11		51
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.93		0.07	1.00	0.99		0.01	0.08	0.59		0.33	0.40	0.11		0.49
Final Sat.:	1425	1330		95	1425	1415		10	119	831		475	570	150		705
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22		0.22	0.04	0.22		0.22	0.02	0.02		0.02	0.07	0.07		0.07
Crit Vol:		312				55				2				104		
Crit Moves:		****				****				****				****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	278		4	31	288		0	0	0		0	3	0		21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	278		4	31	288		0	0	0		0	3	0		21
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	292		4	33	302		0	0	0		0	3	0		22
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	292		4	33	302		0	0	0		0	3	0		22
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	296	xxxx		xxxxx	xxxx	xxxx		xxxxx	661	xxxx		294
Potent Cap.:	xxxx	xxxx		xxxxx	1277	xxxx		xxxxx	xxxx	xxxx		xxxxx	430	xxxx		750
Move Cap.:	xxxx	xxxx		xxxxx	1277	xxxx		xxxxx	xxxx	xxxx		xxxxx	422	xxxx		750
Volume/Cap:	xxxx	xxxx		xxxx	0.03	xxxx		xxxx	xxxx	xxxx		xxxx	0.01	xxxx		0.03
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	7.9	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	684		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.1		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.5		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.5			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #21 Taylor Road/King Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	159	274	110	19	244	49	54	47	171	110	55	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	274	110	19	244	49	54	47	171	110	55	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	182	314	126	22	279	56	62	54	196	126	63	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	314	126	22	279	56	62	54	196	126	63	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	314	126	22	279	56	62	54	196	126	63	202
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1375	1375	1375	1375	2290	460	1375	1375	1375	1375	327	1048
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.09	0.02	0.12	0.12	0.04	0.04	0.14	0.09	0.19	0.19
Crit Vol:	182				168				196	126		
Crit Moves:	****				****				****	****		

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): 0.883
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 1	1 0		1	0 1	1 0		1	1 0	0 1	
Volume Module:																
Base Vol:	25	289	496		183	404	19		22	153	43		370	71	99	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	289	496		183	404	19		22	153	43		370	71	99	
Added Vol:	0	0	1		0	0	0		0	0	0		2	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	289	497		183	404	19		22	153	43		372	71	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	30	344	592		218	482	23		26	182	51		443	85	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	344	592		218	482	23		26	182	51		443	85	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	30	344	592		218	482	23		26	182	51		488	85	118	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.91	0.09		1.00	1.56	0.44		1.70	0.30	1.00	
Final Sat.:	1375	2750	1375		1375	2626	124		1375	2147	603		2343	407	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.43		0.16	0.18	0.18		0.02	0.08	0.08		0.21	0.21	0.09	
Crit Vol:			592		218						117			286		
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): 0.467
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1 0		1	1 0	0 1		1	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	17	12	11		304	7	104		128	713	12		6	528	567	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	12	11		304	7	104		128	713	12		6	528	567	
Added Vol:	0	0	0		0	0	0		0	1	0		0	2	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	12	11		304	7	104		128	714	12		6	530	568	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.00	
PHF Volume:	19	13	12		333	8	114		140	782	13		7	581	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	13	12		333	8	114		140	782	13		7	581	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	19	13	12		366	8	114		140	782	13		7	581	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.52	0.48		1.96	0.04	1.00		1.00	1.97	0.03		1.00	2.00	1.00	
Final Sat.:	1375	717	658		2694	56	1375		1375	2705	45		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.14	0.14	0.08		0.10	0.29	0.29		0.00	0.21	0.00	
Crit Vol:		25			187				140					290		
Crit Moves:		****			****				****					****		

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	2	0	1	1	0	2	0	0
Volume Module:																			
Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	157	2	244	0	621	412	339	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	172	2	268	0	681	452	372	948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	2	268	0	681	452	372	948	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	172	2	268	0	681	452	372	948	0
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	12	1413	0	2850	1425	1425	2850	0
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.12	0.19	0.19	0.00	0.24	0.32	0.26	0.33	0.00
Crit Vol:			0			270			452	372		
Crit Moves:						****			****	****		

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1!	0	1	0	0	0	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																			
Base Vol:	570	2	735	0	0	0	208	569	0	0	631	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2	735	0	0	0	208	569	0	0	631	47
Added Vol:	0	0	0	0	0	0	0	1	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	2	735	0	0	0	208	570	0	0	634	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	656	2	846	0	0	0	239	656	0	0	730	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	2	846	0	0	0	239	656	0	0	730	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	2	930	0	0	0	239	656	0	0	730	54
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.01	1.68	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1865	6	2404	0	0	0	1425	2850	0	0	2653	197
Capacity Analysis Module:																			
Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.17	0.23	0.00	0.00	0.27	0.27
Crit Vol:	551					0		239				392
Crit Moves:	****							****				****

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): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	23		68		59		23		16		50		71		318		36		66		292		61	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	23		68		59		23		16		50		71		318		36		66		292		61	
Added Vol:	0		1		0		0		0		0		0		0		0		0		0		1	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	23		69		59		23		16		50		71		318		36		66		292		62	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	25		75		64		25		17		54		77		346		39		72		318		68	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	25		75		64		25		17		54		77		346		39		72		318		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	
Final Vol.:	25		75		64		25		17		54		77		346		39		72		318		68	
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:	0.15		0.46		0.39		0.26		0.18		0.56		1.00		0.90		0.10		1.00		1.00		1.00	
Final Sat.:	217		651		557		368		256		801		1425		1280		145		1425		1425		1425	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.12		0.12		0.07		0.07		0.07		0.05		0.27		0.27		0.05		0.22		0.05	
Crit Vol:			164						25						386						72			
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): 3.3 Worst Case Level Of Service: B[11.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	86		90		0		0		255		47		36		0		70		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	86		90		0		0		255		47		36		0		70		0		0		0	
Added Vol:	0		0		0		0		1		1		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	86		90		0		0		256		48		36		0		70		0		0		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91	
PHF Volume:	94		99		0		0		280		53		39		0		77		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	94		99		0		0		280		53		39		0		77		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.8	xxxx					6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx					3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																								
Cnflict Vol:	333	xxxx	xxxxx				xxxx	xxxx	xxxxx				544	xxxx					166	xxxx	xxxx	xxxxx		
Potent Cap.:	1238	xxxx	xxxxx				xxxx	xxxx	xxxxx				474	xxxx					855	xxxx	xxxx	xxxxx		
Move Cap.:	1238	xxxx	xxxxx				xxxx	xxxx	xxxxx				446	xxxx					855	xxxx	xxxx	xxxxx		
Volume/Cap:	0.08	xxxx	xxxx				xxxx	xxxx	xxxx				0.09	xxxx					0.09	xxxx	xxxx	xxxx		
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	8.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A		*		*		*		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		652	xxxxx			xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		0.6	xxxxx			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		11.7	xxxxx			xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*		*		*		*		*		B		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						11.7						xxxxxx					
ApproachLOS:	*						*						B						*					

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	153	243	142	23	426	167	65	171	67	172	232	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	243	142	23	426	167	65	171	67	172	232	31
Added Vol:	5	3	4	0	1	0	0	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	246	146	23	427	167	65	171	69	173	232	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	174	270	160	25	469	184	71	188	76	190	255	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	270	160	25	469	184	71	188	76	190	255	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	270	160	25	469	184	71	188	76	190	255	34
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.12	0.02	0.34	0.13	0.05	0.14	0.06	0.14	0.19	0.02
Crit Vol:	174				469			188		190		
Crit Moves:	****				****			****		****		

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
Added Vol:	0	12	4	0	4	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	392	40	68	558	0	0	0	58	68	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	419	43	73	596	0	0	0	62	73	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	419	43	73	596	0	0	0	62	73	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	419	43	73	596	0	0	0	62	73	0	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.03	0.05	0.42	0.00	0.00	0.00	0.04	0.05	0.00	0.06
Crit Vol:		419			596				62	73		
Crit Moves:					****				****	****		

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): 0.633
Loss Time (sec): 8 (Y+R=4.0 sec) 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
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	152	368	74	103	476	63	61	25	34	126	30	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	368	74	103	476	63	61	25	34	126	30	41
Added Vol:	6	16	0	0	5	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	384	74	103	481	63	61	25	36	126	30	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	174	423	82	114	530	69	67	28	40	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	423	82	114	530	69	67	28	40	139	33	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	174	423	82	114	530	69	67	28	44	139	33	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.06	0.08	0.39	0.05	0.05	0.02	0.02	0.10	0.02	0.03
Crit Vol:	174				530			28		139		
Crit Moves:	****				****			****		****		

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	460	35	206	458	0	0	0	0	375	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	35	206	458	0	0	0	0	375	0	211
Added Vol:	0	22	38	0	7	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	482	73	206	465	0	0	0	0	377	0	211
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	547	0	234	528	0	0	0	0	428	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	0	234	528	0	0	0	0	428	0	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	547	0	234	528	0	0	0	0	428	0	240
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	0	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.16	0.37	0.00	0.00	0.00	0.00	0.30	0.00	0.17
Crit Vol:		547			528			0		428		
Crit Moves:		****								****		

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 0	0 0	0 1	0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	270	289	0	0	711	122	206	0	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	289	0	0	711	122	206	0	115	0	0	0
Added Vol:	0	66	0	0	9	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	355	0	0	720	122	206	0	128	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	304	399	0	0	810	137	232	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	399	0	0	810	137	232	0	144	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	304	399	0	0	810	137	232	0	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1219	206	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.00	0.00	0.66	0.66	0.16	0.00	0.10	0.00	0.00	0.00
Crit Vol:	304				947		232				0	
Crit Moves:	****				****		****					

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): 0.000
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	598	0	0	831	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	598	0	0	831	0	0	0	0	0	0	0
Added Vol:	0	3	3	22	0	0	0	0	0	19	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	601	3	22	831	0	0	0	0	19	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	633	3	23	875	0	0	0	0	20	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	633	3	23	875	0	0	0	0	20	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	633	3	23	875	0	0	0	0	20	0	2
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
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): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	390	463		58	50	432		47	69	114		242	67	173		66
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	390	463		58	50	432		47	69	114		242	67	173		66
Added Vol:	0	2		0	3	7		8	3	0		0	0	0		1
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	390	465		58	53	439		55	72	114		242	67	173		67
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	405	483		60	55	456		57	75	119		252	70	180		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	405	483		60	55	456		57	75	119		252	70	180		70
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	405	483		60	55	456		57	75	119		252	70	180		70
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.78		0.22	1.00	1.78		0.22	1.00	2.00		1.00	1.00	0.72		0.28
Final Sat.:	1375	2445		305	1375	2444		306	1375	2750		1375	1375	991		384
Capacity Analysis Module:																
Vol/Sat:	0.29	0.20		0.20	0.04	0.19		0.19	0.05	0.04		0.18	0.05	0.18		0.18
Crit Vol:	405							257	75					249		
Crit Moves:	****							****	****					****		

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	6	269		66	457	359		6	14	67		22	45	14		406
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	269		66	457	359		6	14	67		22	45	14		406
Added Vol:	0	3		0	0	1		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	6	272		66	457	360		6	14	67		22	45	14		406
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88
PHF Volume:	7	310		75	521	410		7	16	76		25	51	16		462
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	310		75	521	410		7	16	76		25	51	16		462
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	310		75	521	410		7	16	76		25	51	16		462
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.80		0.20	1.00	0.98		0.02	0.14	0.65		0.21	0.76	0.24		1.00
Final Sat.:	1500	1207		293	1500	1475		25	204	976		320	1144	356		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26		0.26	0.35	0.28		0.28	0.08	0.08		0.08	0.04	0.04		0.31
Crit Vol:		385			521				16							462
Crit Moves:		****			****				****							****

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	0 1	0	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	162	433	68		17	233	419		74	33	76		39	80	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	162	433	68		17	233	419		74	33	76		39	80	30	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	162	433	68		17	233	419		74	33	76		39	80	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.00		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	181	484	76		19	260	0		83	37	85		44	89	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	484	76		19	260	0		83	37	85		44	89	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	181	484	76		19	260	0		83	37	85		44	89	34	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.73	0.27		1.00	1.00	1.00		0.69	0.31	1.00		1.00	0.73	0.27	
Final Sat.:	1425	2463	387		1425	1425	1425		986	439	1425		1425	1036	389	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.20		0.01	0.18	0.00		0.08	0.08	0.06		0.03	0.09	0.09	
Crit Vol:	181					260			83						123	
Crit Moves:	****					****			****						****	

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): 6.2 Worst Case Level Of Service: C[16.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	353	50		98	245	0		0	0	0		55	0	312	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	353	50		98	245	0		0	0	0		55	0	312	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	353	50		98	245	0		0	0	0		55	0	312	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	383	54		106	266	0		0	0	0		60	0	339	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	383	54		106	266	0		0	0	0		60	0	339	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		438	xxxx	xxxxx		xxxx	xxxx	xxxxx		862	xxxx	383	
Potent Cap.:	xxxx	xxxx	xxxxx		1133	xxxx	xxxxx		xxxx	xxxx	xxxxx		328	xxxx	669	
Move Cap.:	xxxx	xxxx	xxxxx		1133	xxxx	xxxxx		xxxx	xxxx	xxxxx		303	xxxx	669	
Volume/Cap:	xxxx	xxxx	xxxx		0.09	xxxx	xxxx		xxxx	xxxx	xxxx		0.20	xxxx	0.51	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.7	xxxx	2.9	
Control Del:	xxxxx	xxxx	xxxxx		8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.8	xxxx	15.8	
LOS by Move:	*	*	*		A	*	*		*	*	*		C	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				16.4			
ApproachLOS:	*				*				*				C			

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): 7.8 Worst Case Level Of Service: C[16.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	0	0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	133	0	155		0	0	0		0	79	124		105	110	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	133	0	155		0	0	0		0	79	124		105	110	0	
Added Vol:	0	0	0		0	0	0		0	2	1		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	133	0	155		0	0	0		0	81	125		105	111	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	149	0	174		0	0	0		0	91	140		118	125	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	149	0	174		0	0	0		0	91	140		118	125	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	521	xxxx	161		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		231	xxxx	xxxxx	
Potent Cap.:	519	xxxx	889		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1348	xxxx	xxxxx	
Move Cap.:	482	xxxx	889		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1348	xxxx	xxxxx	
Volume/Cap:	0.31	xxxx	0.20		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	640	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	2.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	16.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx	
Shared LOS:	*	C	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	16.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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 #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: C[15.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	240	55	0		0	72	98		83	0	87		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	55	0		0	72	98		83	0	87		0	0	0	
Added Vol:	1	0	0		0	0	0		1	0	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	241	55	0		0	72	98		84	0	89		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	281	64	0		0	84	114		98	0	104		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	281	64	0		0	84	114		98	0	104		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	198	xxxx	xxxxx		xxxx	xxxx	xxxxx		767	xxxx	141		xxxx	xxxx	xxxxx	
Potent Cap.:	1386	xxxx	xxxxx		xxxx	xxxx	xxxxx		373	xxxx	912		xxxx	xxxx	xxxxx	
Move Cap.:	1386	xxxx	xxxxx		xxxx	xxxx	xxxxx		304	xxxx	912		xxxx	xxxx	xxxxx	
Volume/Cap:	0.20	xxxx	xxxx		xxxx	xxxx	xxxx		0.32	xxxx	0.11		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.4	xxxx	0.4		xxxx	xxxx	xxxxx	
Control Del:	8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		22.4	xxxx	9.5		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		C	*	A		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				15.7				xxxxxx			
ApproachLOS:	*				*				C				*			

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 #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	190		18	100	425		17	3	16		4	41	11		65
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	190		18	100	425		17	3	16		4	41	11		65
Added Vol:	0	3		0	0	1		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	193		18	100	426		17	3	16		4	41	11		65
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	2	213		20	110	470		19	3	18		4	45	12		72
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	213		20	110	470		19	3	18		4	45	12		72
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	213		20	110	470		19	3	18		4	45	12		72
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.91		0.09	1.00	0.96		0.04	0.13	0.70		0.17	0.35	0.09		0.56
Final Sat.:	1425	1303		122	1425	1370		55	186	991		248	499	134		792
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16		0.16	0.08	0.34		0.34	0.02	0.02		0.02	0.09	0.09		0.09
Crit Vol:	2				488				3							129
Crit Moves:	****					****			****							****

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): 1.1 Worst Case Level Of Service: B[10.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	257		1	71	518		0	0	0		0	4	0		37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	257		1	71	518		0	0	0		0	4	0		37
Added Vol:	0	3		0	0	1		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	260		1	71	519		0	0	0		0	4	0		37
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	275		1	75	549		0	0	0		0	4	0		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	275		1	75	549		0	0	0		0	4	0		39
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	276	xxxx		xxxxx	xxxx	xxxx		xxxxx	975	xxxx		276
Potent Cap.:	xxxx	xxxx		xxxxx	1298	xxxx		xxxxx	xxxx	xxxx		xxxxx	281	xxxx		768
Move Cap.:	xxxx	xxxx		xxxxx	1298	xxxx		xxxxx	xxxx	xxxx		xxxxx	269	xxxx		768
Volume/Cap:	xxxx	xxxx		xxxx	0.06	xxxx		xxxx	xxxx	xxxx		xxxx	0.02	xxxx		0.05
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	7.9	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	650		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.9		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.9			
ApproachLOS:	*				*				*				B			

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 #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	229	376	67		60	323	0		211	96	242		103	102	119	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	229	376	67		60	323	0		211	96	242		103	102	119	
Added Vol:	0	3	0		0	1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	229	379	67		60	324	0		211	96	242		103	102	119	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	276	456	81		72	390	0		254	116	291		124	123	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	276	456	81		72	390	0		254	116	291		124	123	143	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	276	456	81		72	390	0		254	116	291		124	123	143	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.46	0.54	
Final Sat.:	1375	1375	1375		1375	2750	0		1375	1375	1375		1375	635	740	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.33	0.06		0.05	0.14	0.00		0.18	0.08	0.21		0.09	0.19	0.19	
Crit Vol:		456			72				254					266		
Crit Moves:		****			****				****					****		

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): 0.852
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	41	443	509		122	514	21		34	113	23		595	148	221	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	41	443	509		122	514	21		34	113	23		595	148	221	
Added Vol:	0	0	2		0	0	0		0	0	0		1	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	443	511		122	514	21		34	113	23		596	148	221	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	44	471	543		130	546	22		36	120	24		633	157	235	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	471	543		130	546	22		36	120	24		633	157	235	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	44	471	543		130	546	22		36	120	24		697	157	235	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.92	0.08		1.00	1.66	0.34		1.63	0.37	1.00	
Final Sat.:	1375	2750	1375		1375	2642	108		1375	2285	465		2244	506	1375	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.17	0.39		0.09	0.21	0.21		0.03	0.05	0.05		0.31	0.31	0.17	
Crit Vol:			543		130						72			427		
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): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	1 0	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	23	14	35		489	16	357		233	676	23		40	745	586	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	14	35		489	16	357		233	676	23		40	745	586	
Added Vol:	0	0	0		1	0	0		0	2	0		0	1	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	14	35		490	16	357		233	678	23		40	746	587	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.00	
PHF Volume:	25	15	37		523	17	381		249	724	25		43	796	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	15	37		523	17	381		249	724	25		43	796	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.10	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	25	15	37		575	17	381		249	724	25		43	796	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.29	0.71		1.94	0.06	1.00		1.00	1.93	0.07		1.00	2.00	1.00	
Final Sat.:	1375	393	982		2671	79	1375		1375	2660	90		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04		0.22	0.22	0.28		0.18	0.27	0.27		0.03	0.29	0.00	
Crit Vol:			52				381		249					398		
Crit Moves:			****				****		****					****		

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	52	2	258	0	686	516	503	1102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	2	258	0	686	516	503	1102	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	2	258	0	689	516	503	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	56	2	278	0	742	555	541	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	2	278	0	742	555	541	1188	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	56	2	278	0	742	555	541	1188	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.20	0.20	0.00	0.26	0.39	0.38	0.42	0.00
Crit Vol:		0				280			555	541		
Crit Moves:						****			****	****		

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	548	1	602	0	0	0	211	527	0	0	1057	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1	602	0	0	0	211	527	0	0	1057	119
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	548	1	602	0	0	0	211	530	0	0	1059	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	561	1	616	0	0	0	216	542	0	0	1084	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	1	616	0	0	0	216	542	0	0	1084	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	617	1	678	0	0	0	216	542	0	0	1084	122
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	0.01	1.57	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	2036	3	2236	0	0	0	1425	2850	0	0	2562	288
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.15	0.19	0.00	0.00	0.42	0.42
Crit Vol:		432				0		216			603	
Crit Moves:		****						****			****	

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): 0.528
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	25	19	46		38	46	129		27	401	20		28	460	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	19	46		38	46	129		27	401	20		28	460	18	
Added Vol:	0	0	0		1	1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	19	46		39	47	129		27	401	20		28	460	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	26	20	48		40	49	133		28	415	21		29	476	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	20	48		40	49	133		28	415	21		29	476	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	26	20	48		40	49	133		28	415	21		29	476	19	
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:	0.28	0.21	0.51		0.18	0.22	0.60		1.00	0.95	0.05		1.00	1.00	1.00	
Final Sat.:	396	301	728		258	312	855		1425	1357	68		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.16	0.16	0.16		0.02	0.31	0.31		0.02	0.33	0.01	
Crit Vol:	26				222				28				476			
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): 2.6 Worst Case Level Of Service: B[12.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	30	293	0		0	197	24		60	0	63		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	293	0		0	197	24		60	0	63		0	0	0	
Added Vol:	0	1	0		0	1	0		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	294	0		0	198	24		61	0	63		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	34	335	0		0	226	27		69	0	72		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	34	335	0		0	226	27		69	0	72		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	253	xxxx	xxxxx		xxxx	xxxx	xxxxx		475	xxxx	126		xxxx	xxxx	xxxxx	
Potent Cap.:	1324	xxxx	xxxxx		xxxx	xxxx	xxxxx		524	xxxx	907		xxxx	xxxx	xxxxx	
Move Cap.:	1324	xxxx	xxxxx		xxxx	xxxx	xxxxx		513	xxxx	907		xxxx	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	xxxx		xxxx	xxxx	xxxx		0.14	xxxx	0.08		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	658	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.8	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	12.0	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				12.0				xxxxxx			
ApproachLOS:	*				*				B				*			

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 #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	551	253	26	341	109	152	305	97	207	266	36
Added Vol:	3	2	3	0	3	0	0	0	6	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	553	256	26	344	109	152	305	103	212	266	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	136	610	282	29	379	120	168	336	114	234	293	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	610	282	29	379	120	168	336	114	234	293	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	610	282	29	379	120	168	336	114	234	293	40
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.21	0.02	0.28	0.09	0.12	0.24	0.08	0.17	0.21	0.03
Crit Vol:		610		29				336		234		
Crit Moves:		****		****				****		****		

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
Added Vol:	0	8	2	0	14	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	575	101	84	528	0	0	0	87	80	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	609	107	89	559	0	0	0	92	85	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	609	107	89	559	0	0	0	92	85	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	609	107	89	559	0	0	0	92	85	0	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.08	0.06	0.39	0.00	0.00	0.00	0.06	0.06	0.00	0.07
Crit Vol:		609		89					92	85		
Crit Moves:		****		****					****	****		

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): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	96	526	72	70	504	67	131	32	178	112	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	526	72	70	504	67	131	32	178	112	20	35
Added Vol:	4	10	0	0	19	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	536	72	70	523	67	131	32	185	112	20	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	109	586	79	77	572	73	143	35	202	123	22	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	586	79	77	572	73	143	35	202	123	22	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	109	586	79	77	572	73	143	35	223	123	22	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.06	0.06	0.42	0.05	0.10	0.03	0.08	0.09	0.02	0.03
Crit Vol:	109				572				111	123		
Crit Moves:	****				****				****	****		

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	560	38	213	576	0	0	0	0	320	0	159
Growth Adj:	1.00	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	560	38	213	576	0	0	0	0	320	0	159
Added Vol:	0	14	25	0	25	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	574	63	213	601	0	0	0	0	327	0	159
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	625	0	232	655	0	0	0	0	356	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	0	232	655	0	0	0	0	356	0	173
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	625	0	232	655	0	0	0	0	356	0	173
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	0	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.16	0.46	0.00	0.00	0.00	0.00	0.25	0.00	0.12
Crit Vol:	0				655				0	356		
Crit Moves:	****				****					****		

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.149
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	334	387	0	0	672	224	211	0	31	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	334	387	0	0	672	224	211	0	31	0	0	0				
Added Vol:	0	43	0	0	32	0	0	0	43	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	334	430	0	0	704	224	211	0	74	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	371	478	0	0	782	249	234	0	82	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	371	478	0	0	782	249	234	0	82	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	371	478	0	0	782	249	234	0	82	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	1425	0	0	1081	344	1425	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.34	0.00	0.00	0.72	0.72	0.16	0.00	0.06	0.00	0.00	0.00				
Crit Vol:	371				1031		234					0				
Crit Moves:	****				****		****									

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): 0.000
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	805	0	0	691	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	805	0	0	691	0	0	0	0	0	0	0				
Added Vol:	0	10	10	74	0	0	0	0	0	12	0	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	815	10	74	691	0	0	0	0	12	0	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	858	11	78	727	0	0	0	0	13	0	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	858	11	78	727	0	0	0	0	13	0	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	858	11	78	727	0	0	0	0	13	0	1				
Saturation Flow Module:																
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Vol:		0			0				0			0				
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): 0.796
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0 1		1	0 0	1	0
Volume Module:																
Base Vol:	298	604	52		67	505	78		171	235	404		30	139	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	298	604	52		67	505	78		171	235	404		30	139	30	
Added Vol:	0	8	0		2	5	5		9	0	0		0	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	298	612	52		69	510	83		180	235	404		30	139	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:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	317	651	55		73	543	88		191	250	430		32	148	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	317	651	55		73	543	88		191	250	430		32	148	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	317	651	55		73	543	88		191	250	430		32	148	35	
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	1.84	0.16		1.00	1.72	0.28		1.00	2.00	1.00		1.00	0.81	0.19	
Final Sat.:	1375	2535	215		1375	2365	385		1375	2750	1375		1375	1111	264	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.26	0.26		0.05	0.23	0.23		0.14	0.09	0.31		0.02	0.13	0.13	
Crit Vol:	317						315				430		32			
Crit Moves:	****						****				****		****			

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.099
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0		0	1 0	0	1
Volume Module:																
Base Vol:	8	476	104		409	409	10		7	12	8		77	13	572	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	476	104		409	409	10		7	12	8		77	13	572	
Added Vol:	0	2	0		0	3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	478	104		409	412	10		7	12	8		77	13	572	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	8	502	109		430	433	11		7	13	8		81	14	601	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	502	109		430	433	11		7	13	8		81	14	601	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	502	109		430	433	11		7	13	8		81	14	601	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	0.98	0.02		0.26	0.44	0.30		0.86	0.14	1.00	
Final Sat.:	1500	1232	268		1500	1464	36		389	667	444		1283	217	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.29	0.30	0.30		0.02	0.02	0.02		0.06	0.06	0.40	
Crit Vol:			611		430				7						601	
Crit Moves:			****		****				****						****	

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Ignore						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	1	0		1	0	1	0	1		0	1	0	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	88		373		177		48		202		387		75		46		67		140		50		72	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	88		373		177		48		202		387		75		46		67		140		50		72	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	88		373		177		48		202		387		75		46		67		140		50		72	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	92		389		185		50		211		0		78		48		70		146		52		75	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	92		389		185		50		211		0		78		48		70		146		52		75	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	92		389		185		50		211		0		78		48		70		146		52		75	
Saturation Flow Module:																								
Sat/Lane:	1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.36		0.64		1.00		1.00		1.00		0.62		0.38		1.00		1.00		0.41		0.59	
Final Sat.:	1425		1933		917		1425		1425		1425		883		542		1425		1425		584		841	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.20		0.20		0.04		0.15		0.00		0.09		0.09		0.05		0.10		0.09		0.09	
Crit Vol:			287						50						126						146			
Crit Moves:			****						****						****						****			

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): 6.0 Worst Case Level Of Service: C[16.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	1		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0		353		50		98		245		0		0		0		0		55		0		312	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		353		50		98		245		0		0		0		0		55		0		312	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		353		50		98		245		0		0		0		0		55		0		312	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.94		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		376		53		104		261		0		0		0		0		59		0		333	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		376		53		104		261		0		0		0		0		59		0		333	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx		6.4		xxxx		6.2	
FollowUpTim:	xxxxx		xxxx		xxxxx		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx		3.5		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		430		xxxx		xxxxx		xxxx		xxxx		xxxxx		846		xxxx		376	
Potent Cap.:	xxxx		xxxx		xxxxx		1141		xxxx		xxxxx		xxxx		xxxx		xxxxx		335		xxxx		675	
Move Cap.:	xxxx		xxxx		xxxxx		1141		xxxx		xxxxx		xxxx		xxxx		xxxxx		310		xxxx		675	
Volume/Cap:	xxxx		xxxx		xxxx		0.09		xxxx		xxxx		xxxx		xxxx		xxxx		0.19		xxxx		0.49	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		0.3		xxxx		xxxxx		xxxx		xxxx		xxxxx		0.7		xxxx		2.7	
Control Del:	xxxxx		xxxx		xxxxx		8.5		xxxx		xxxxx		xxxxx		xxxx		xxxxx		19.3		xxxx		15.4	
LOS by Move:	*		*		*		A		*		*		*		*		*		C		*		C	
Movement:	LT -		LTR -		RT		LT -		LTR -		RT		LT -		LTR -		RT		LT -		LTR -		RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		0.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		8.5		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		A		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						16.0					
ApproachLOS:	*						*						*						C					

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): 6.9 Worst Case Level Of Service: C[15.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	143	0	72	0	0	0	0	64	150	114	57	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	143	0	72	0	0	0	0	64	150	114	57	0
Added Vol:	1	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	72	0	0	0	0	65	150	114	59	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.90 0.90	0.90		0.90 0.90	0.90		0.90 0.90	0.90		0.90 0.90	0.90	
PHF Volume:	160	0	80	0	0	0	0	72	167	127	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	160	0	80	0	0	0	0	72	167	127	66	0
Critical Gap Module:												
Critical Gp:	6.4 xxxx		6.2	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	476 xxxx		156	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		239 xxxx	xxxxx	
Potent Cap.:	552 xxxx		895	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1339 xxxx	xxxxx	
Move Cap.:	509 xxxx		895	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1339 xxxx	xxxxx	
Volume/Cap:	0.32 xxxx		0.09	xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.09 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.3 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.0 xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 594	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 2.0	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.3 xxxx	xxxxx	
Shrd ConDel:	xxxxx 15.1	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.0 xxxx	xxxxx	
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	15.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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 #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[10.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	153	68	0	0	43	55	61	0	242	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	153	68	0	0	43	55	61	0	242	0	0	0
Added Vol:	2	0	0	0	0	1	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	68	0	0	43	56	61	0	243	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.86 0.86	0.86		0.86 0.86	0.86		0.86 0.86	0.86		0.86 0.86	0.86	
PHF Volume:	179	79	0	0	50	65	71	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	179	79	0	0	50	65	71	0	281	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4 xxxx		6.2	xxxxx xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5 xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	115 xxxx	xxxxx		xxxx xxxx	xxxxx		520 xxxx		82	xxxx xxxx	xxxxx	
Potent Cap.:	1487 xxxx	xxxxx		xxxx xxxx	xxxxx		520 xxxx		983	xxxx xxxx	xxxxx	
Move Cap.:	1487 xxxx	xxxxx		xxxx xxxx	xxxxx		467 xxxx		983	xxxx xxxx	xxxxx	
Volume/Cap:	0.12 xxxx	xxxx		xxxx xxxx	xxxx		0.15 xxxx		0.29	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.4 xxxx	xxxxx		xxxx xxxx	xxxxx		0.5 xxxx		1.2	xxxx xxxx	xxxxx	
Control Del:	7.8 xxxx	xxxxx		xxxxx xxxx	xxxxx		14.1 xxxx		10.1	xxxxx xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	0.4 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	7.8 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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 #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	487		39	63	298		3	21	14		4	15	4		88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	487		39	63	298		3	21	14		4	15	4		88
Added Vol:	0	2		0	0	3		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	489		39	63	301		3	21	14		4	15	4		88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	2	510		41	66	314		3	22	15		4	16	4		92
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	510		41	66	314		3	22	15		4	16	4		92
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	510		41	66	314		3	22	15		4	16	4		92
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.93		0.07	1.00	0.99		0.01	0.54	0.36		0.10	0.14	0.04		0.82
Final Sat.:	1425	1320		105	1425	1411		14	767	512		146	200	53		1172
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39		0.39	0.05	0.22		0.22	0.03	0.03		0.03	0.08	0.08		0.08
Crit Vol:		551			66				22				112			
Crit Moves:		****			****				****				****			

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[13.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	559		4	47	314		0	0	0		0	3	0		57
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	559		4	47	314		0	0	0		0	3	0		57
Added Vol:	0	2		0	0	3		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	561		4	47	317		0	0	0		0	3	0		57
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	0	586		4	49	331		0	0	0		0	3	0		60
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	586		4	49	331		0	0	0		0	3	0		60
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	590	xxxx		xxxxx	xxxx	xxxx		xxxxx	1018	xxxx		588
Potent Cap.:	xxxx	xxxx		xxxxx	995	xxxx		xxxxx	xxxx	xxxx		xxxxx	265	xxxx		512
Move Cap.:	xxxx	xxxx		xxxxx	995	xxxx		xxxxx	xxxx	xxxx		xxxxx	255	xxxx		512
Volume/Cap:	xxxx	xxxx		xxxx	0.05	xxxx		xxxx	xxxx	xxxx		xxxx	0.01	xxxx		0.12
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	8.8	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	488		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.4		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	13.5		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				13.5			
ApproachLOS:	*				*				*				B			

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 #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	362	282	114		28	239	0		67	91	317		95	83	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	362	282	114		28	239	0		67	91	317		95	83	32	
Added Vol:	0	2	0		0	3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	362	284	114		28	242	0		67	91	317		95	83	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	402	316	127		31	269	0		74	101	352		106	92	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	402	316	127		31	269	0		74	101	352		106	92	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	402	316	127		31	269	0		74	101	352		106	92	36	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.72	0.28	
Final Sat.:	1375	1375	1375		1375	2750	0		1375	1375	1375		1375	992	383	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.23	0.09		0.02	0.10	0.00		0.05	0.07	0.26		0.08	0.09	0.09	
Crit Vol:	402					134					352		106			
Crit Moves:	****					****					****		****			

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):	0.546
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	15	276	397	110	304	16	22	56	22	304	48	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	276	397	110	304	16	22	56	22	304	48	114
Added Vol:	0	0	2	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	276	399	110	304	16	22	56	22	306	48	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	280	405	112	308	16	22	57	22	310	49	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	280	405	112	308	16	22	57	22	310	49	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	280	405	112	308	16	22	57	22	341	49	116
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.44	0.56	1.75	0.25	1.00
Final Sat.:	1375	2750	1375	1375	2612	138	1375	1974	776	2407	343	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.29	0.08	0.12	0.12	0.02	0.03	0.03	0.14	0.14	0.08
Crit Vol:			405	112					40	195		
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):	0.544
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	16	29	448	22	129	212	378	11	35	380	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	29	448	22	129	212	378	11	35	380	295
Added Vol:	0	0	0	1	0	0	0	2	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	29	449	22	129	212	380	11	35	382	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	34	17	31	476	23	137	225	403	12	37	405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	476	23	137	225	403	12	37	405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	17	31	523	23	137	225	403	12	37	405	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.91	0.09	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1375	489	886	2633	117	1375	1375	2673	77	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.20	0.10	0.16	0.15	0.15	0.03	0.15	0.00
Crit Vol:		48		273			225				202	
Crit Moves:		****		****			****				****	

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	301	1	357	0	645	72	145	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	1	357	0	645	72	145	379	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	301	1	357	0	648	72	145	381	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	321	1	381	0	692	77	155	407	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	1	381	0	692	77	155	407	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	321	1	381	0	692	77	155	407	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	4	1421	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.27	0.27	0.00	0.24	0.05	0.11	0.14	0.00
Crit Vol:		0			382			346		155		
Crit Moves:					****			****		****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	1 1	0
Volume Module:												
Base Vol:	26	0	114	0	0	0	203	757	0	0	498	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	114	0	0	0	203	757	0	0	498	261
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	114	0	0	0	203	760	0	0	500	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	29	0	126	0	0	0	225	842	0	0	554	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	126	0	0	0	225	842	0	0	554	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	0	139	0	0	0	225	842	0	0	554	289
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.31	0.69
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	1873	977
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.16	0.30	0.00	0.00	0.30	0.30
Crit Vol:			69		0		225			421		
Crit Moves:			****				****			****		

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): 0.267
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	9	7	5	10	20	13	286	8	15	245	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	9	7	5	10	20	13	286	8	15	245	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	9	7	5	10	20	13	286	8	15	245	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	10	8	5	11	22	14	312	9	16	267	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	8	5	11	22	14	312	9	16	267	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	10	8	5	11	22	14	312	9	16	267	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.43	0.33	0.14	0.29	0.57	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	339	611	475	204	407	814	1425	1386	39	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.01	0.22	0.22	0.01	0.19	0.00
Crit Vol:	5					38			320	16		
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): 0.7 Worst Case Level Of Service: A[9.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	8	164		0		0	243		10		9	0		19		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	8	164		0		0	243		10		9	0		19		0	0		0	
Added Vol:	0	1		0		0	1		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	8	165		0		0	244		10		9	0		19		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91	
PHF Volume:	9	182		0		0	269		11		10	0		21		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	9	182		0		0	269		11		10	0		21		0	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	280	xxxx	xxxxx	xxxx	xxxx	xxxxx					384	xxxx		140	xxxx	xxxx	xxxxx			
Potent Cap.:	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx					597	xxxx		889	xxxx	xxxx	xxxxx			
Move Cap.:	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx					594	xxxx		889	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.02	xxxx		0.02	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	A	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	766	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx				9.9			xxxxxx									
ApproachLOS:	*			*				A			*									

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 #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	28	324	69		29	267	60		25	220	28		83	202	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	324	69		29	267	60		25	220	28		83	202	24	
Added Vol:	4	2	3		0	3	0		0	0	5		4	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	326	72		29	270	60		25	220	33		87	202	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	34	347	77		31	288	64		27	234	35		93	215	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	347	77		31	288	64		27	234	35		93	215	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	34	347	77		31	288	64		27	234	35		93	215	26	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.25	0.06		0.02	0.21	0.05		0.02	0.17	0.03		0.07	0.16	0.02	
Crit Vol:		347				31				234				93		
Crit Moves:		****				****				****				****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	1	1	0 0	1	0	0	0 0	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	383	11		31	374	0		0	0	14		43	0	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	383	11		31	374	0		0	0	14		43	0	35	
Added Vol:	0	9	3		0	11	0		0	0	0		4	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	392	14		31	385	0		0	0	14		47	0	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	405	14		32	398	0		0	0	14		49	0	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	405	14		32	398	0		0	0	14		49	0	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	405	14		32	398	0		0	0	14		49	0	36	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	1425	1425		1425	1425	0		0	0	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.01		0.02	0.28	0.00		0.00	0.00	0.01		0.03	0.00	0.03	
Crit Vol:		405				32					14		49			
Crit Moves:		****				****					****		****			

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): 0.479
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	146	298	94	56	278	98	107	19	78	119	18	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	298	94	56	278	98	107	19	78	119	18	25
Added Vol:	5	12	0	0	15	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	310	94	56	293	98	107	19	83	119	18	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	163	335	102	61	317	106	116	21	90	129	19	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	335	102	61	317	106	116	21	90	129	19	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	163	335	102	61	317	106	116	21	99	129	19	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.07	0.04	0.23	0.08	0.08	0.01	0.04	0.09	0.01	0.02
Crit Vol:	163				317				49	129		
Crit Moves:	****				****				****	****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	489	69	113	323	0	0	0	0	162	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	489	69	113	323	0	0	0	0	162	0	28
Added Vol:	0	17	29	0	20	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	506	98	113	343	0	0	0	0	167	0	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	576	0	129	391	0	0	0	0	190	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	0	129	391	0	0	0	0	190	0	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	576	0	129	391	0	0	0	0	190	0	32
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1425	0	1425	1425	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.09	0.27	0.00	0.00	0.00	0.00	0.13	0.00	0.02
Crit Vol:		576			391				0	190		
Crit Moves:		****								****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	151	311	0		0	407	78		247	0	192		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	311	0		0	407	78		247	0	192		0	0	0	
Added Vol:	0	50	0		0	26	0		0	0	34		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	361	0		0	433	78		247	0	226		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	180	431	0		0	517	93		295	0	270		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	431	0		0	517	93		295	0	270		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	431	0		0	517	93		295	0	270		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.85	0.15		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	1425	0		0	1207	218		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.30	0.00		0.00	0.43	0.43		0.21	0.00	0.19		0.00	0.00	0.00	
Crit Vol:	180					611			295					0		
Crit Moves:	****					****			****							

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	441	0		0	599	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	441	0		0	599	0		0	0	0		0	0	0	
Added Vol:	0	8	8		59	0	0		0	0	0		14	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	449	8		59	599	0		0	0	0		14	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	473	8		62	631	0		0	0	0		15	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	473	8		62	631	0		0	0	0		15	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	473	8		62	631	0		0	0	0		15	0	1	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Vol:		0				0				0				0		
Crit Moves:																

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): 0.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0 1		1	0 0	1	0
Volume Module:																
Base Vol:	203	376	34		39	328	68		84	152	188		44	167	25	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	203	376	34		39	328	68		84	152	188		44	167	25	
Added Vol:	0	6	0		2	5	6		7	0	0		0	0	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	203	382	34		41	333	74		91	152	188		44	167	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	219	413	37		44	360	80		98	164	203		48	180	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	219	413	37		44	360	80		98	164	203		48	180	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	219	413	37		44	360	80		98	164	203		48	180	29	
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	1.84	0.16		1.00	1.64	0.36		1.00	2.00	1.00		1.00	0.86	0.14	
Final Sat.:	1375	2525	225		1375	2250	500		1375	2750	1375		1375	1184	191	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.03	0.16	0.16		0.07	0.06	0.15		0.03	0.15	0.15	
Crit Vol:	219					220			98					210		
Crit Moves:	****					****			****					****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0		0	1 0	0	1
Volume Module:																
Base Vol:	14	333	99		300	312	6		6	16	8		102	12	273	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	333	99		300	312	6		6	16	8		102	12	273	
Added Vol:	0	2	0		0	3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	335	99		300	315	6		6	16	8		102	12	273	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	14	342	101		306	322	6		6	16	8		104	12	279	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	342	101		306	322	6		6	16	8		104	12	279	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	14	342	101		306	322	6		6	16	8		104	12	279	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.77	0.23		1.00	0.98	0.02		0.20	0.53	0.27		0.89	0.11	1.00	
Final Sat.:	1500	1158	342		1500	1472	28		300	800	400		1342	158	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.30		0.20	0.22	0.22		0.02	0.02	0.02		0.08	0.08	0.19	
Crit Vol:			443		306				6						279	
Crit Moves:			****		****				****						****	

Rocklin Crossings
Existing + Project Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	288	80	40	172	202	48	43	39	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	107	300	83	42	179	0	50	45	41	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	300	83	42	179	0	50	45	41	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	300	83	42	179	0	50	45	41	130	60	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	0.53	0.47	1.00	1.00	0.49	0.51
Final Sat.:	1425	2230	620	1425	1425	1425	752	673	1425	1425	700	725
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.03	0.13	0.00	0.07	0.07	0.03	0.09	0.09	0.09
Crit Vol:	107				179			95		130		
Crit Moves:	****				****			****		****		

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): 4.2 Worst Case Level Of Service: B[12.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	257		45		88	256		0		0		0		0	46		0		206
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	257		45		88	256		0		0		0		0	46		0		206
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	257		45		88	256		0		0		0		0	46		0		206
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.98	0.98		0.98		0.98	0.98		0.98		0.98		0.98		0.98	0.98		0.98		0.98
PHF Volume:	0	263		46		90	262		0		0		0		0	47		0		211
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	263		46		90	262		0		0		0		0	47		0		211
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		309	xxxx		xxxxx		xxxx		xxxx		xxxxx	706		xxxx		263
Potent Cap.:	xxxx	xxxx		xxxxx		1263	xxxx		xxxxx		xxxx		xxxx		xxxxx	405		xxxx		780
Move Cap.:	xxxx	xxxx		xxxxx		1263	xxxx		xxxxx		xxxx		xxxx		xxxxx	382		xxxx		780
Volume/Cap:	xxxx	xxxx		xxxx		0.07	xxxx		xxxx		xxxx		xxxx		xxxx	0.12		xxxx		0.27
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxx		xxxx		xxxxx	0.4		xxxx		1.1
Control Del:	xxxxx	xxxx		xxxxx		8.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	15.7		xxxx		11.3
LOS by Move:	*	*		*		A	*		*		*		*		*	C		*		B
Movement:	LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					12.1				
ApproachLOS:	*					*					*					B				

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

Rocklin 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): 5.0 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	0	0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	22	0	90		0	0	0		0	52	21		60	56	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	0	90		0	0	0		0	52	21		60	56	0	
Added Vol:	0	0	0		0	0	0		0	2	0		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	22	0	90		0	0	0		0	54	21		60	58	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:	24	0	98		0	0	0		0	59	23		65	63	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	24	0	98		0	0	0		0	59	23		65	63	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	264	xxxx	70		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		82	xxxx	xxxxx	
Potent Cap.:	729	xxxx	998		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1529	xxxx	xxxxx	
Move Cap.:	705	xxxx	998		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1529	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	0.10		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.04	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	923	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	9.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	9.5				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	A				*				*				*			

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 #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[10.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	85	48	0		0	38	96		75	0	173		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	48	0		0	38	96		75	0	173		0	0	0	
Added Vol:	2	0	0		0	0	0		0	0	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	48	0		0	38	96		75	0	175		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:	95	52	0		0	41	104		82	0	190		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	95	52	0		0	41	104		82	0	190		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	146	xxxx	xxxxx		xxxx	xxxx	xxxxx		335	xxxx	93		xxxx	xxxx	xxxxx	
Potent Cap.:	1449	xxxx	xxxxx		xxxx	xxxx	xxxxx		665	xxxx	969		xxxx	xxxx	xxxxx	
Move Cap.:	1449	xxxx	xxxxx		xxxx	xxxx	xxxxx		630	xxxx	969		xxxx	xxxx	xxxxx	
Volume/Cap:	0.07	xxxx	xxxx		xxxx	xxxx	xxxx		0.13	xxxx	0.20		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.4	xxxx	0.7		xxxx	xxxx	xxxxx	
Control Del:	7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.6	xxxx	9.6		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		B	*	A		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				10.2				xxxxxx			
ApproachLOS:	*				*				B				*			

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 #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	267		19	50	289		2	2	14		8	38	10		47
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	267		19	50	289		2	2	14		8	38	10		47
Added Vol:	0	2		0	0	3		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	6	269		19	50	292		2	2	14		8	38	10		47
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	7	293		21	55	318		2	2	15		9	41	11		51
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	293		21	55	318		2	2	15		9	41	11		51
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	293		21	55	318		2	2	15		9	41	11		51
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.93		0.07	1.00	0.99		0.01	0.08	0.59		0.33	0.40	0.11		0.49
Final Sat.:	1425	1331		94	1425	1415		10	119	831		475	570	150		705
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22		0.22	0.04	0.22		0.22	0.02	0.02		0.02	0.07	0.07		0.07
Crit Vol:		314				55				2				104		
Crit Moves:		****				****				****				****		

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): 0.8 Worst Case Level Of Service: B[10.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	278		4	31	288		0	0	0		0	3	0		21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	278		4	31	288		0	0	0		0	3	0		21
Added Vol:	0	2		0	0	3		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	280		4	31	291		0	0	0		0	3	0		21
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	294		4	33	305		0	0	0		0	3	0		22
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	294		4	33	305		0	0	0		0	3	0		22
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	298	xxxx		xxxxx	xxxx	xxxx		xxxxx	666	xxxx		296
Potent Cap.:	xxxx	xxxx		xxxxx	1275	xxxx		xxxxx	xxxx	xxxx		xxxxx	427	xxxx		748
Move Cap.:	xxxx	xxxx		xxxxx	1275	xxxx		xxxxx	xxxx	xxxx		xxxxx	419	xxxx		748
Volume/Cap:	xxxx	xxxx		xxxx	0.03	xxxx		xxxx	xxxx	xxxx		xxxx	0.01	xxxx		0.03
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	7.9	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	681		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.1		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.5		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.5			
ApproachLOS:	*				*				*				B			

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 #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	159	274	110		19	244	49		54	47	171		110	55	176	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	274	110		19	244	49		54	47	171		110	55	176	
Added Vol:	0	2	0		0	3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	159	276	110		19	247	49		54	47	171		110	55	176	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	182	316	126		22	283	56		62	54	196		126	63	202	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	182	316	126		22	283	56		62	54	196		126	63	202	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	182	316	126		22	283	56		62	54	196		126	63	202	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.67	0.33		1.00	1.00	1.00		1.00	0.24	0.76	
Final Sat.:	1375	1375	1375		1375	2295	455		1375	1375	1375		1375	327	1048	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.23	0.09		0.02	0.12	0.12		0.04	0.04	0.14		0.09	0.19	0.19	
Crit Vol:	182						170				196		126			
Crit Moves:	****						****				****		****			

APPENDIX D

APPROVED PROJECTS LIST

SOUTHEAST ROCKLIN
(MAP SHEET 8)

1. HIDDEN OAKS (SECRET RAVINE ESTATES)

Owner: Rocklin Nine
C/o Dominion Enterprises
4240 Rocklin Road, Suite 6
Rocklin, CA 95677
Phone: (916) 624-4504

Zoning: PD-Residential (4.5 dwelling units per acre)
OA (Open Area)

Location: East of I-80, east of China Garden Road, south of Rocklin Road and west of Secret Ravine Creek. APN 045-110-44, -045, 045-120-58

File #: SD-89-04, SPU-89-10

Area: 23 acres

Proposal: A Tentative Subdivision Map and Specific Plan Use Permit to develop a 20-acre site with a 35 single family Planned Unit Development.

Status: The application was received May 2, 1989, and was approved by City Council August 8, 1989. The map has recorded and the improvements have been installed. A number of single family houses are constructed and occupied. Only a few remaining developable lots remain.

2. GRANITE LAKES ESTATES

Owner: Allegheny Properties, Inc.
C/o David Bugatto
2150 River Plaza Drive, Suite 155
Sacramento, CA 95833
Phone: (916) 648-7700

Applicant: Terrance E. Lowell & Associates, Inc.
C/o Nick Alexander
1528 Eureka Road, Suite 100
Roseville, CA 95661
Phone: (916) 786-0685

Engineer: Terrance E. Lowell & Associates, Inc.
C/o Steve Spain
1528 Eureka Road, Suite 100
Roseville, CA 95661
Phone: (916) 786-0685

Location: South of Interstate 80, at the western end of Greenbrae Road, about 1,500± west of the intersection of Aguilar and Greenbrae Roads.
APN's 046-030-052, -055, -058

File #: SD-2000-02, PDG-2000-08, DA-2000-01, EIR-2000-01, TRE-2000-33

Area: 79.82± acres

Proposal: Approval of a Vesting Tentative Subdivision Map and Development Agreement to divide 79.82± acres into 119 single-family residential lots in the PD-1.5 zone; an Oak Tree Preservation Permit; and a General Development Plan to establish setbacks, general landscaping, and design guidelines and fencing details.

Status: The Planning Commission approved the project at the March 19, 2002 Public Hearing. The City Council approved the project on May 28, 2002. Improvements for the project are under construction.

3. QUARRY RIDGE ESTATES: UNITS 1, 2, 3, 4, 5

Owner: Hilltop Joint Venture
198 Cirby Way, Suite 125
Roseville, CA 95678
Phone: (916) 797-1140

Applicant: Fisher Development, Inc.
1485 Bayshore Boulevard
San Francisco, CA 94124
Phone: (415) 468-1717

Engineer: Land Development Services, Inc.
4240 Rocklin Road, Suite 10
Rocklin, CA 95677
Phone: (916) 624-1629

Zoning: PD-2 (2 dwelling units per acre)

Location: South of Greenbrae Road at Aguilar Road.
APN's: 046-030-061, -062, -063

File #: SD-87-09

Area: 58 acres

Proposal: 98 single-family houses

Status: The project was approved by the City Council on October 10, 1989 and extended to October 10, 1996. The project was automatically extended to October 10, 1997. An urgency ordinance was then approved by the City Council on March 24, 1998, extending the Tentative Map to March 24, 1999. The map has been deemed automatically extended per the provisions of the Subdivision Map Act. Unit 5 is now built out. Construction has begun on homes in Unit 1 and Unit 2.

General Plan: R-C
MDR
RC

Location: West of the Loomis town line, north of Placer County, east of Sierra College Boulevard.
APN's 045-160-014, -048, -049

File #: SD-92-03, SPU-92-08, SD-98-06, SPU-98-16

Area: 40.05 acres

Proposal: A Tentative Subdivision Map for the development of 93 single-family residential lots on 26.18 acres, plus Lot "A" (4.4 acres future retail commercial) and Lot "B": (9.47 acres future multi-family residential with open space).

Status: The City Council approved the project November 28, 1995. The Tentative Map will expire November 28, 1998.

The applicant applied for a Tentative Parcel Map to sell larger lots, which was approved by the Planning Commission, and appealed to the City Council. The City Council took action on the appeal on October 8, 1996, and approved the Tentative Parcel Map. The Planning Commission approved a revised Tentative Subdivision Map project, with the wetlands all in one wetlands preserve lot, on September 1, 1998. The City Council approved the revised project on September 8, 1998. The subdivision is built-out.

19. CROFTWOOD, UNIT 1

Owners: Allegheny Properties, Inc. Phone: (916) 648-7700
C/o Michael Brumbaugh
2150 River Plaza Drive, Suite 145
Sacramento, CA 95833

Applicant: Morton & Pitalo, Inc. Phone: (916) 927-2400
C/o Ken James
1788 Tribute Road, Suite 200
Sacramento, CA 95815

Developer: The Chas Group, Inc. Phone: (916) 773-4949
2260 Douglas Boulevard, Suite 110
Roseville, CA 95661

Zoning: PD-Residential (2 dwelling units per acre)

Location: West of Barton Road, east of Secret Ravine Creek, south of the Secret Ravine subdivision. APN's 045-053-029, -037, -013

File #: AN-89-01, GPA-91-03, PZ/Z-91-02, PDG-91-02, SD-88-05, SPU-91-04

Area: 83.3 acres, including 28.3 acres, which were annexed into the City.

Proposal: 156 single-family lots
6.3 acres: Park site
4.8 acres: Open Space
11.7 acres: Wetland Preserve
2.1 acres: Barton Road buffer

Status: The original entitlements were approved by City Council July 23, 1991. The project was automatically extended to April 3, 1997. On May 6, 1997, an extension was granted to April 3, 1998. Another extension, to April 3, 1999, was granted in May 1998. The applicant applied for a modification December 10, 1996. An EIR is now being prepared for a revised project. A third time extension was granted on June 8, 1999. An automatic time extension extended the map to February 13, 2006.

20. CROFTWOOD, UNIT 2

Developer: The Chas Group, Inc. Phone: (916) 773-4949
2260 Douglas Boulevard, Suite 110
Roseville, CA 95661

Zoning: Current: R1-12.5
Proposed: PD-2.5 (2.5 dwelling units per acre)

Location: West of Barton Road, north of Croftwood, Unit 1, east of Secret Ravine Creek.
APN 045-053-015

File #: Z-93-02, PDG-93-01, SD-93-04, SPU-93-02

Area: 25.5 acres

Proposal: 62 single family lots on 16.68 acres, 5.9 acres open space.

Status: The application was originally approved by the City Council on January 17, 1995. The map has expired.

21. ROCKLIN PARK HOTEL / SUSANNE'S RESTAURANT AND BAKERY

Owner: Hanspeter & Susanne Stutz

Applicant: Downey, Brand, Seymour and Rohyer Phone: (916) 441-0131
C/o Ron Lipp
555 Capitol Mall, 10th Floor
Sacramento, CA 95814

Architect: Vitiello & Associates, Inc. Phone: (916) 446-0206
1931 "H" Street
Sacramento, CA 95814

Zoning: PD-C (Commercial)

Location: East of China Garden Road, north of Secret Ravine Road.
APN 045-110-049

File #: SPU-94-01, DL-94-01, TRE-94-06, SPU-97-32

Area: 10.15 acres

Proposal: An application for a parcel map to divide 10.15 acres into two parcels consisting of 7.36 acres and 2.6 acres, and a use permit to construct 21,000 square feet of building area consisting of a restaurant/bakery and 34 guest rooms.

Status: Planning Commission, on March 15, 1994, approved the project. A modification and extension was granted on November 29, 1995. The modification combined Phases 1 and 2 for a total of 34 guest rooms. The restaurant and hotel opened in December 1996.

A new application was submitted to expand the hotel by 33,140 square feet for a total of 63,340 square feet, to expand the banquet facilities by 8,545 square feet, to increase parking, and to increase the number of rooms to a total of 88. The project was denied by the Planning Commission on April 7, 1998, and was approved by the City Council on appeal on August 11, 1998. The hotel expansion is complete.

22. ROCKLIN SIERRA PLAZA

Owner: Rocklin Sierra Plaza
Greg Margetich
1610 Arden Way, Suite 240
Sacramento, CA 95815
Phone: (916) 563-3024)

Applicant: Archeion Nevada
1747 S. Douglas Road, Suite B
Anaheim, CA 92806
Phone: (714) 938-0157

Zoning: PD Commercial

Location: Southwest corner of Rocklin Road and El Don Drive.
APN #045-130-067

File #'s: DR-2003-05, U-2003-05, TRE-2003-26, DL-2003-04

Area: 3.17 acres

Proposal: Approval of design review to construct four (4) free-standing commercial buildings (34,000 sq. ft.) on 3.17 acres.

Status: The Planning Commission approved the project on September 16, 2003. The project is complete.

29. BENDER INSURANCE OFFICE BUILDING

Owner:	Warren G. Bender Co. 4350 Auburn Blvd., Ste. 100 Sacramento, CA 95841	Phone: (916) 978-8558 Fax: (916) 481-8625
Applicant:	Sequoia Pacific Builders, Inc. 1358 Blue Oaks Blvd., Ste. 100 Roseville, CA 95678	Phone: (916) 784-8400 Fax: (916) 784-7895
Zoning:	PD-4.5 DUA	
Location:	4540 Monument Springs, Rocklin, CA APN # 045-120-062	
File #:	DR-2004-12, TRE-2004-29	
Area:	2.2 Acres	
Proposal:	Request for approvals for Rezone, General Plan Amendment and Design Review to construct a 14,744 sq. ft. office building on 2.2 acres for Warren G. Bender Insurance Company.	
Status:	A parcel map application (DL-2000-09) to split the parcel into 4 different residential parcels was approved by the Planning Commission on April 30, 2002 and expired on April 30, 2004. The Planning Commission denied the project on December 7, 2004. The denial was appealed to the City Council. The City Council approved the project on March 8, 2005.	

30. ROCKLIN PARK HOTEL SIGNAGE

Owner:	Sunny Lions, Inc. C/o Dirk Oldenburg, Vice President 5450 China Garden Road Rocklin, CA 95677	Phone: (916) 630-0836
Applicant:	Sunny Lions, Inc. C/o Drik Oldenburg, Vice President 5450 China Garden Road Rocklin, CA 95677	Phone: (916) 630-0836
Zoning:	PD-C (Commercial)	
Location:	5450 China Garden Road. APN 045-110-049	
File #:	DR-2000-23	

APN's 045-043-005, 008, 022, 024, 027, 039, 043, 049-051, 053-055, 045-053-036, 038, 031, 033

File #: DR-2003-11, GPA-2003-02, Z-2003-01, PDG-2003-05, SD-2003-07, U-2003-10, TRE-2003-38

Area: 105.81 acres

Proposal: Request approval of GPA, Rezone, PDG, Tentative Subdivision Map, Use Permit and Design Review of 105 acres to include Single Family Residential, Commerical, and Multi-Family Residential.

Status: The project has been withdrawn.

36. SIERRA VISTA OFFICE COMPLEX

Owner: Top of the Hill Properties
John Esway
3620 Fair Oaks Blvd. #150
Sacramento, CA 95864
Phone: (916) 485-8900

Applicant: Top of the Hill Properties
Roy Cotterill
9838A Old Placerville Rd.
Sacramento, CA 95627
Phone: (916) 854-2910

Zoning: PD-C

Location: Northeast corner of Sierra College Blvd. and Nightwatch Dr.
APN: 046-510-027

File #: DR-2003-19

Area: 4.3 Acres

Proposal: Request for approval of Design Review for a 4 building office complex. Building sizes are 7,500 sq. ft., 12,000 sq. ft. and 20,000 sq. ft. (3) buildings are 1-story, (1) building is 2-story.

Status: The Planning Commission approved the project on March 2, 2004. The project is complete.

37. BRAMBLEWOOD ESTATES

Owner: Robert Victor Scott
8185 South Lake Circle
Granite Bay, CA 95746
Phone: (916) 797-0213

Applicant: Land Development Services
Phone: (916) 624-1629

W. E. Mitchell
4240 Rocklin Road, #5
Rocklin, CA 95677

Zoning: R1-6

Location: West of El Don @ the West Terminus of Wild Flower Lane.
APN 045-130-028

File #: DL-2003-06

Area: 4.32 acres

Proposal: Approval to divide the existing parcel into three lots, two of the lots are to be developed and the remaining lot #3 is to be developed at a future time with an application for a future subdivision.

Status: The Planning Commission approved the project on July 20, 2004.

38. SUNRISE ASSISTED LIVING

Owner: Robert & Nancy Lea
15130 CR99
Woodland, CA 95695
Phone: (530) 668-6636
Fax: (916) 920-2286

Applicant: Sunrise Development Inc.
Bill Lindstrom
902 Podua Road
Danville, CA 94526
Phone: (925) 743-9035
Fax: (925) 743-9635

Zoning: PD-2.63

Location: APN 045-160-095

File#: DR-2004-01, U-2004-01

Area: 4.10 acres

Proposal: Request for approval of a Design Review entitlement to construct a 48,190 sq.ft. assisted living facility on 4.10 acres.

Status: The Planning Commission approved the project on February 1, 2005. The project is under construction.

39. CAMPUS PLAZA PAD BUILDING

Owner: Campus Plaza – Sierra Shopping Center LLC
Ralph Cotton
3317 Spyglass Ct
Phone: (707) 422-2750
Fax: (707) 422-2751

Proposal: Request for approval to split existing 10 acre parcel into two parcels: a nine (9) acre parcel which would have existing hotel located on it and a one (1) acre parcel that is vacant and could be developed at a later time.

Status: The Planning Commission approved the project on July 5, 2005.

43. ROCKLIN EXECUTIVE OFFICE PARK

Owner: Ken Flavell
4320 Babson Drive
Elk Grove, CA 95758
Phone: (916) 683-0784
Fax: (916) 683-9625

Applicant: Borges Architectural Group
1508 Eureka Rd., Ste 150
Roseville, CA 95661
Adam Lehner
Phone: (916) 782-7200
Fax: (916) 773-3037

Zoning: PD-C

Location: 4990 Rocklin Rd.
APN: 045-130-010, 064

File #: DR-2004-37, DL-2004-04

Area: 2.1 +/- acres

Proposal: Request for approval of design review and tentative parcel map to allow the construction of four single-story office buildings totaling approximately 21,000 square feet of floor area, with associated parking and landscaping improvements. The tentative parcel map would subdivide two existing lots into five new lots, on lot for each building and one common lot.

Status: The Planning Commission approved the project on

44. INDIAN CREEK PARCEL SPLIT

Owner: William & Rebecca Jacques
4440 Indian Creek Drive
Loomis, CA 95650
Phone: 916-652-9669
Fax: 916-652-8879

Zoning: R1-12.5

Location: 4440 Indian Creek Drive.
APNs: 045-061-023

File #: DL-2005-04

Area: 3.5 acres

Proposal: To split into two parcels. One parcel will be 25,200 sq. ft. with existing home. Parcel #2 will have no construction or improvements at this time.

Status: The Planning Commission approved the project on October 4, 2005.

45. ROCKLIN CROSSINGS

Owner: Rocklin Crossings, LLC
C/o Donahue Schriber
200 E. Baker St., Ste. 100
Costa Mesa, CA 92626
jpetersen@dsrg.com
Phone: 714-966-6426
Fax: 714-850-1420

Applicant: HalBear Enterprises
Contact: Mark Perlberger
2100 Northrop Avenue, Ste. 500
Sacramento, CA 95825
maphalbear@speakeasy.net
Phone: 916-920-8272
Fax: 916-922-1471

Zoning: UN/C-2/PD-C

Location: SE Corner of Sierra College & I-80

File #: DR-2005-19, DL-2005-06, GPA-2005-01, PDG-2005-03, TRE-2005-27, U-2005, Z-2005-01

Area: 59.05 acres

Proposal: Request a General Plan Amendment, Rezone, General Plan Development, Tentative Parcel Map, Design Review, Use Permit, and Oak Tree Preservation Plan for a regional shopping center located in the southeast quadrant adjacent to I-80 and Sierra College. The property will be subdivided in to 18 parcels for a variety of retail uses. There are 23 proposed buildings totaling approximately 543,500 square feet.

Status: Project is still pending.

46. ROCKLIN 60 RESIDENTIAL

Owner: Rocklin 60 LLC
3600 American River Dr., #105
Sacramento, CA 95864
Contact: Chris Vrame
cvrame@sierra-holding.com
Phone: 916-974-3355
Fax: 916-974-3390

Zoning: UN/R1-12.5

Location: SE corner of Sierra College Blvd. & I-80

File #: SD-2005-07, GPA-2005-02, Z-2005-02, TRE-2005-28

Proposal: Request for a GPA, Rezone, Tentative Subdivision Map and Oak Tree permit for a residential subdivision located SE of Sierra College Blvd., and I-80 adjacent to a future commercial shopping center. The project proposes approximately 151 single-family lots and 7.78 ac for future multi-family. A detention basin will be built to serve this site as well as the adjacent commercial project.

Status: Project is still pending.

47. LDS CHURCH MEETING HOUSE – HIGHLANDS (1/20/06)

Owner: Corporation of the Presiding Bishop of the Church
Of Jesus Christ of Latter Day Saints
50 E North Temple St., Ste. 465W
Salt Lake City, Utah 84150-6915
Contact: Phil Allison
Phone: 801-240-4956
Fax: 801-240-4956

Applicant: Lee Wieder
Access Land Development Services
637 Middlefield Road
Palo Alto, CA 94301
accesspar@aol.com
Phone: 650-325-9681
Fax: 650-618-1675

Zoning: PDG 92-01

Location: Northwest corner of Scarborough Dr. and Guilford Way.
APN # 046-020-032

File #: DR-2006-01, DL-2006-01, U-2006-01

Area: 15.711

Proposal: Request approval of two parcel maps: Church building on 3.888 acres & residential on 11.823 acres. Request for Conditional Use Permit & Design Review on Church site. Church building will be approximately 24, 119 sq. ft. Ridgeline is 32' above grade, steeple is 71' high. Parking provided for 236 cars. Full landscaping & irrigation.

Status: Project is pending.

CENTRAL ROCKLIN
(MAP SHEET 7)

1. CIVIC CENTER

Applicant:	City of Rocklin 3970 Rocklin Road Rocklin, CA 95677	Phone: (916) 632-5160
Consultant:	Harland Bartholemew and Associates 2233 Watt Avenue, Suite 330 Sacramento, CA 95825	Phone: (916) 483-0481
Engineer	Terrance Lowell and Associates 1528 Eureka Road, Suite 100 Roseville, CA 95661	Phone: (916) 786-0685
Location:	West of South Grove Street, East of Ruhkala Road, north of Kannasto Street, and south of Rocklin Road. APN Bk. 10 Pages 17, 23, 25, 26, 34	
File #:	EIR-92-04, GPA-95-03, PDG-95-03	
Area:	107 acres	
Proposal:	A General Development Plan to adopt zoning, densities, and standards for development.	
Status:	The City Council approved the Civic Center entitlements on September 4, 1996.	

2. VILLAGES

Owner:	Rocklin Civic Center, LLC Brian Vail, Managing Member 7700 College Town Drive, Ste. 109 Sacramento, CA 95826	Phone: (866) 379-0955
Applicant:	Terrance E. Lowell & Associates George Djan 1528 Eureka Road, Ste. 100 Roseville, CA 95661	Phone: (916) 786-0685
Zoning:	PD-8	
Location:	Site is bounded by Evelyn Avenue to the south, Ruhkala Road to the west & Lost Avenue to the east. APN(s): 010-191-029,032,048,049 & 050; 010-260-038 & 039	
File #'s:	PDG-2003-03, SD-2003-06, DR-2003-08 & TRE-2003-34	

Area: 13 acres

Proposal: Request for Rezoning, General Development Plan Amendment, Tentative Subdivision Map and Tree Preservation Permit to allow development of 88-unit cluster residential development.

Status: The project is pending.

3. QUARRY OAKS: ROCKLIN V.O.A. ELDERLY HOUSING

Owner: Volunteers of America
3813 N. Causeway Boulevard
Metairie, LA 70002
Phone (504) 837-2652

Applicant: Terrance E. Lowell & Associates, Inc.
1528 Eureka Rd., Suite 100
Roseville, CA 95661
Phone: (916) 786-0685

Engineer: P.O. Box 117
Rocklin, CA 95677
Phone: (916) 624-0685

Zoning: PD-12

Location: South of Evelyn Avenue, between Lost Avenue and Woodside/Ruhkala Road.
3950 Evelyn Avenue.
APN 010-190-012

File #: AB-92-02, GPA-92-03, Z-92-02, PDG-92-03, SPU-92-10

Area: 3.82 acres

Proposal: A 42-unit senior housing complex

Status: Approved by City Council in February 1993. The project has been completed and is now occupied.

4. QUARRY LAKES APARTMENTS

Owner: Metropolitan Investment, Inc.
1224 41st Avenue
Sacramento, CA 95822
Phone: (916) 921-0517

Applicant: CBM Capitol Resources, Inc.
1010 Racquet Club Drive, Suite 102
Auburn, CA 95603
Phone: (916) 888-1991

Zoning: PD-15 (15 dwelling units per acre)

File #: DR-2001-16

Proposal: Design review approval to construct a 6-foot tall, one tenant, monument sign.

Status: The Planning Commission approved the sign at the January 8, 2002 Public Hearing.

55. ROCKLIN TESORO GAS STATION

Owner: Balwant & Bayinder Dhaliwal
3800 Rocklin Road
Rocklin, CA 95677
Phone: (916) 632-7381

Applicant: McHale Sign Company, Inc.
C/o Kevin Payne
108 Main Street
Roseville, CA 95678
Phone: (916) 788-7446

Zoning: C-4 (General Retail Service Commercial)

Location: The subject property is located on the southeast corner at the intersection of Rocklin Road and Pacific Street.
APN 010-170-021

File #: DR-2001-21

Proposal: The applicant is requesting approval of a design review application to allow: 1) a new double-faced, internally illuminated, Monument sign; 2) a new blue canopy fascia with an illuminated gold light band; 3) a set of internally illuminated logo and channel letters reading "Tesoro."

Status: The application was received November 11, 2001. The Design Review was approved by the Planning Commission at the February 19, 2002 Public Hearing. The project is complete.

56. GRANITE BUSINESS CENTER

Owner: ARC Properties
P.O. Box 15060
Richmond, VA 93227
Phone: (804) 730-4493

Applicant: BC2E, LLC
C/o Chris Eatough
1358 Blue Oaks Boulevard, Suite 100
Roseville, CA 95678
Phone: (916) 784-8400

Zoning: C-2 (Retail Business)

Location: The project site is located on the northwest corner of the intersection at Granite Drive and Rocklin Road.
APN 045-101-060

File #: DR-2001-18, DR-2005-13

Area: 2.3 acres

Proposal: DR-2001-18: The applicant is requesting design review approval to construct a 16,600 square-foot office building.

DR-2005-13: Request for design review approval to allow illuminated signs on exterior walls of building.

Status: The project application was received on October 31, 2001. The Design Review was approved by the Planning Commission at the June 11, 2002 Public Hearing. The project is built.

DR-2005-13: The Planning Commission approved the project on June 21, 2005.

57. BAST DUPLEX

Owner: Mary Bast
P.O. Box 4570
Auburn, CA 95604
Phone: (916) 652-3118

Applicant: Steven Bast
P.O. Box 7502
Auburn, CA 95604
Phone: (916) 802-0072

Zoning: R-3 (multi-family)

Location: 6131 Merrywood Drive.
APN 046-202-004

File #: U-2001-04, DR-2001-10

Proposal: Applicant is requesting approval of a conditional use permit and design review application to allow construction of a duplex.

Status: The Planning Commission approved this application on July 17, 2001. The project is complete.

58. T3 SCANTECH, LLC

Owner: Thomas & Lonnette Turner, Trustees
13415 Lime Kiln Road
Grass Valley, CA 95949
Phone: (530) 268-0961

Applicant: Same as above

Zoning: C-2 (Retail Business)

Location: 4477 Pacific Street.
APN 045-031-009

File #: DR-2002-10

Area: 1.0 acres

Proposal: Design Review to construct tenant improvements on an existing 990 square-foot residential structure being converted to a commercial use.

Status: The application was received on April 19, 2002 and was approved by the Planning Commission on August 6, 2002. The project is complete.

59. ROCKLIN MOBILE HOME PARK ADDITION

Owner: Frank Sigrist
P.O. Box 597
Rocklin, CA 95677
Phone: (916) 213-6673

Applicant: Michael Antuzzi
173 College Way
Auburn, CA 95603
Phone: (530) 210-5047

Zoning: R1-6 (Residential Single-family 6,000 square-feet minimum lots)

Location: 5515, 5595 South Grove Street.
APN's 010-270-001, 002

File #: DR-2002-08, U-2002-02

Area: 2.4 acres

Proposal: Applicant is requesting conditional use permit approval to add 19 additional mobile home spaces to the existing Rocklin Mobile Home Park located off South Grove Street.

Status: The Planning Commission approved the project on May 6, 2003.

60. HOLY CROSS LUTHERAN CHURCH

Owner: Holy Cross Lutheran Church
4701 Grove Street
Rocklin, CA 95677
Phone: (916) 484-6811

Applicant:	Image Works Architecture, Inc. Attn: Erik Zavas 2335 American River Drive, Suite 303 Sacramento, CA 95825	Phone: (916) 648-9800
Engineer:	KD Anderson Transportation Engineers 417 Oak Street Roseville, CA 95678	Phone: (916) 786-5529
Zoning:	R1-6 (Residential Single-family 6,000 square feet minimum lots)	
Location:	APN 045-090-058, 059	
File #:	DR-2002-04, U-2002-01	
Area:	4.0 acres	
Proposal:	An application to approve a Conditional Use Permit and Design Review for the expansion of a church site. Currently, there is a fellowship hall (6,872 square feet) with associated parking and landscaping. The proposal would add a new sanctuary building, multi-purpose room building, preschool/administration building, a kindergarten building, two classroom buildings for 1st to 6th grade students, and maintenance/storage and restroom buildings. The total building area would comprise of approximately 47,500 square feet. Outdoor play areas are proposed, as well as 108 parking spaces and additional landscaping.	
Status:	The Planning Commission approved the project on March 16, 2004. The project is now under construction.	

61. GRANITE MARKETPLACE

Owner:	Frank Snopko 4600 Snider Avenue Carson City, NV 89701	Phone: (775) 883-2606
Applicant:	Petrovich Development Company Milo Terzich 5046 Sunrise Blvd., Suite 1 Fair Oaks, CA 95628-4945	Phone: (916) 966-4600
Zoning:	C-2	
Location:	I-80 & Sierra College Blvd. APN's 045-042-045 & 045-042-050	
File#:	DR-2002-25, DL-2002-05, U-2002-07	
Area:	12.55 acres	
Proposal:	A 122,933 square foot shopping center.	

APN 045-101-072

File#: DR-2002-27

Area: 1.17 acres

Proposal: Construction of a 11,132 square foot retail building.

Status: The project was approved by the Planning Commission on July 15, 2003. The shopping center is built and several tenants are open for business.

64. BEAM PROPERTY/MEYERS STREET

Owner: Rick Beam/JSB for JKL
5105 Meyers Street
Rocklin, CA 95677
Phone: (530) 268-6200

Applicant: Initial Point, Inc.
Tim Schad, L.S.
10062 Joerschke Drive
Grass Valley, CA 95945
Phone: (530) 477-7177

Zoning: R-1-6

Location: 5105 Meyers Street.
APN 045-101-022

File#: DL-2002-08

Area: 0.68 acres

Proposal: Subdivide to 3 lots

Status: The project was approved by the Planning Commission on February 18, 2003.

65. WINDING LANE ESTATES

Owner: Bob & John Edmondson
Susan Nausler
6718 Shalimar Way
Citrus Heights, CA 95621
Phone: (916) 435-4849

Applicant: Bob Edmondson
4071 Clubview Ct.
Rocklin, CA 95677
Phone: (916) 435-4849

Engineer: Land Development Services

Zoning: 4.0 DUA

Location: East side of Winding Lane just north of Lost Avenue.
APN 010-250-020

File#: SD-2003-01, TRE-2003-01

Area: 7.27 acres

Proposal: Approval of 27 residential lots on 7.27 acres

Status: The project is pending.

66. KFC/A&W

Owner: Harman Management Corp. Phone: (916) 689-2190
Larry Nelson
P.O. Box 572530
Salt Lake City, UT 84157

Applicant: ATI Architects & Engineers Phone: (916) 772-1800
Scott Giles or Kelly Marino
2510 Douglas Blvd.
Roseville, CA 95661

Zoning: C-2

Location: 4855 Granite Drive, Rocklin, CA.
APN 045-102-013

File# DR-2003-14

Area: 0.37 acres

Proposal: Approval of a design review to convert the exterior of the existing KFC restaurant into a dual image KFC/A&W. Upgrade the handicap parking stalls into the current standards. Extend the current drive-thru stacking lane and add landscaping.

Status: The Planning Commission approved the project on May 4, 2004.

67. MERCEDES BENZ OF ROCKLIN – STARMARK CENTER

Owner: Von Housen Motors Phone: (916) 924-8000
George Grinzewitch, Jr.
1801 Howe Avenue
Sacramento, CA 95825

Applicant: Steven W. Shower Phone: (916) 743-5254
4680 Oak Glen Way

DR-2003-17A: Request approval of modification to the project to change the exterior building signs from previously approved location.

Status: The Planning Commission approved the project on March 2, 2004. The project is currently built and operating.

DR-2003-17A: The Planning Commission approved this project on December 6, 2005.

69. SAMOYLOVICH ESTATES

Owner: Vadim & Eugene Samoylovich
6352 Chapel View Lane
Citrus Heights, CA 95621
Phone: (916) 721-9895

Applicant: Land Development Services
W. E. Mitchell
4240 Rocklin Road, #5
Rocklin, CA 95677
Phone: (916) 624-1629

Zoning: R-4 DUA

Location: Lost Avenue & Winding Way.
APN 010-260-040

File #: DL-2003-07

Area: 1.85 acres

Proposal: Subdivide 1.88 acres into 4 parcels.

Status: The Planning Commission approved the project on May 3, 2005.

70. CORRAL PARCEL MAP

Owner: Frances C. Pugliese
Carnation C. Noel & Patricia C. Byrnes
4615 Las Lindas Way
Carmichael, CA 95608
Phone: (916) 967-0451

Applicant: Same as Above

Zoning: R16 & C-1

Location: 4130 Diego Way & 4135 Rocklin Road
APN's 010-180-061 & 010-180-060

File #: DL-2004-01 & V-2004-03

Location: NWC Sierra College Blvd., and I-80 @ Granite Dr.

File #: DR-2005-04, DL-2005-01, PDG-2005-01 and U-2005-03

Area: 45.9 acres

Proposal: Request for Use Permit, Design Review and Tentative Parcel Map to develop a 45.9-acre commercial lot. The project use is consistent with the PD-C zone.

Status: The project is still pending.

75. CREEKSIDE COUNSELING

Owner/Applicant:
Laudon & Dean Rowen and
Marina Gunst & Davis Richmond
5341 Wesley Rd.
Rocklin, CA 95765
Phone: 916-315-2715
Fax: 916-415-1049

Zoning: C-2

Location: 5180 Grove Street
APN# 010-136-024

File #: DR-2005-05

Proposal: Convert existing house & garage to office space from residential to commercial.

Status: The Planning Commission approved the project on July 19, 2005.

76. GRANITE DRIVE RETAIL/OFFICE

Owner: Jason & Carlo Morehouse
7665 Wildflower Court
Granite Bay, CA 95746
Phone: 916-752-7592
Fax: 925-780-3504

Applicant: Catalyst Construction
1495 Nichols Lane
Rocklin, CA 95765
Rommel Llanes
Phone: 916-626-3344
Fax: 916-626-3345

Zoning: PD-C

Location: APN: 045-020-090

File #: DR-2004-38

Area: 2.16 acres

Proposal: Request for approval of a design review entitlement to allow for two retail/office buildings with a total of 22,000 square feet.

Status: The Planning Commission approved the project on July 5, 2005.

77. CIRCUIT PLACE

Owner: Fileks, Veytsman, Vadim Yulayer
3611 Nicolette Way
Carmichael, CA 95608
F.veytsman@comcast.net
Phone: 916-919-1165

Applicant: Area West Engineers, Inc. (Richard Rozumowicz)
7478 Sandalwood Drive, Ste. 400
Citrus Heights, CA 95621
Richard@areawesteng.com
Phone: 916-725-5551
Fax: 916-725-5808

Zoning: R1-6

Location: 4455 Circuit Court, Rocklin
APN(s): 045-031-013 & 014

File: SD-2006-01

Proposal: Request the necessary entitlements to create eleven (11) separate single-family lots on 2.4± acres.

Status: The project is pending.

78. PACIFIC TECH PARK

Owner: Foothill Tech Properties, LLC
P.O. Drawer C
Yuba City, CA 95992
corlin@surewest.net
Phone: 530-682-2676
Fax: 916-435-2091

Applicant: Borges Architectural Group
1508 Eureka Rd.
Roseville, CA 95661
Contact: Mal Montoya
mal@borgesarch.com
Phone: 916-782-7200
Fax: 916-773-3037

Zoning: C-2

Location: Pacific Street

File #: DR-2006-02, DL-2006-02, GPA-2006-01, Z-2006-01

construction of the previously approved swimming pool on July 5, 2005. The applicant appealed that denial to the City Council on July 15, 2005.

51. ROCKLIN 94

Owner:	Sixells, LLC (David J. Lonich) 923 Dana Drive, Ste. 14 Redding, CA 96003	Phone: (530) 226-0100
Applicant:	Sixells, LLC (James Franklin) 4227 Sunrise Blvd., Ste. 220 Fair Oaks, CA 95626	Phone: (916) 962-7553
Zoning:	PD-20	
Location:	Approx. 150' south of Springview Road, northwest of where the Highway 65 Overpass intersects with Southern Pacific Railroad.	
File #'s:	DR-2003-4, TRE-2003-22, PDG-2003-01, SD-2003-03 & U-2003-04	
Area:	4.7 acres	
Proposal:	Approval of General Development Plan, Design Review, Use Permit, Oak Tree Preservation Plan Permit and Tentative Subdivision Map for a 94-unit residential Townhouse and condominium development on 4.7 acres.	
Status:	The Planning Commission approved the project on September 16, 2003. The City Council approved the project on October 28, 2003. The project is under construction. Phase I of the project is complete.	

52. STARZ MARKET CAFÉ

Owner:	Jeff Fineman 6818 Five Star Blvd. Rocklin, CA 95677	Phone: (916) 315-0555
Applicant:	Gordon Rogers & Co. Kevin Hallock 4447 Granite Drive, Suite 704 Rocklin, CA 95677	Phone: (916) 632-3310
Zoning:	PD-C	
Location:	APN 016-350-064.	
File #:	DR-2003-18	
Area:	0.476 acres	

3. COLISH SUBDIVISION

Owner:	Caramazza Development Company 9330 Cherry Avenue Orangevale, CA 95662	Phone: (916) 289-1416 Fax: (916) 989-5309
Applicant:	Burrell Consulting Group, Inc. Jerry Aplass 1001 Enterprise Way, Suite 100 Roseville, CA 95678	Phone: (916) 783-8898 Fax: (916) 783-8222
Zoning:	R 1-6	
Location:	Hawes Way & Bolton Way, Rocklin, CA APN 010-220-014	
File #:	SD-2004-01, TRE-2004-18	
Area:	2.3 acres	
Proposal:	Approval of a Tentative Map for an 8 single-family lot subdivision.	
Status:	The Planning Commission recommended approval on September 21, 2004. City Council approved the project on October 26, 2004.	

4. OAK ROCK ESTATES

Owner:	Jack and Geneva Barker 304 Hammond Drive Auburn, CA 95603	Phone: (530) 885-6619
Applicant:	Burrell Engineering Group, Inc. 11344 Coloma Road, Suite 435 Gold River, CA 95670	Phone: (916) 536-1900
Project:	13 single-family lots	
Zoning:	PD-6 (6 dwelling units per acre)	
Location:	The corner of 2nd and "C" Street. APN 010-210-19	
File #:	PDG-94-05, Z-94-04, SD-94-04, SPU-96-02, DR-2000-05	
Area:	2.24 acres	
Status:	An application for a single family residential project, containing 13 lots, was recommended for approval by the Planning Commission on March 19, 1996, and was approved later by the City Council on August 27, 1996. Planning Commission, on September 1, 1998, approved a one year time extension. The	

Project: Construction of 199 single-family lots and a 3.5-acre park site.
(SD-95-01A, SPU-95-07A - Applicant has returned with a modification to the Tentative Map and Development Standards of the Specific Plan Use Permit.)

Status: Final EIR and General Plan Amendment and Subdivision Map approved by City Council November 13, 1990, and extended to December 11, 1995. An application for a modification was submitted to the City on July 8, 1995. The revised project was recommended for approval by the Planning Commission December 19, 1995, and was approved by the City Council February 13, 1996. The map was extended by the City Council on April 13, 1999. The project is complete.
Tentative Map DL-2003-02 was approved on May 20, 2003.

7. COMMUNITY COVENANT CHURCH

Proponent: California Conference of the Evangelical Covenant Church
5140 Topaz Avenue
Rocklin, CA 95677
Phone: (916) 624-1690

Location: 5140 Topaz Ave.
APN 016-150-007

Zoning: R1-7.5 (Residential Single Family 7,500 Square Feet Minimum Lots)

File #: U-96-10

Area: 4.047 acres

Building area: Existing: 9,799 square feet
Proposed: 1,983 square feet (addition)

Proposal: Addition of 210 seats to the existing 160 seats for a total of 370 seats; addition to the church of 1,983 square feet and installation of four modular buildings to be used as classrooms. Addition of 29 parking spaces to meet parking requirements for the church.

Status: The Planning Commission on February 4, 1997 approved the project.

8. NORTHWEST CORNER OF PACIFIC STREET & MIDAS AVENUE

Owner: Southern Pacific Transportation Company
49 Stevenson Street, 15th Floor
San Francisco, CA
Phone: (415) 541-7053

Applicant: Sierra Olympus Construction
8265 Sierra College Boulevard, Suite 300
Rocklin, CA 95677
Phone: (916) 791-5385

Location: 2801 Sunset Blvd. at Northeast corner of Sunset Blvd. and Whitney Blvd.
APN 016-220-012

File #: DR-2004-25 and U-2004-15

Area: .404 acres

Proposal: Construct a new service station with convenience store; fuel islands with overhead canopy; underground fuel tanks; close (2) of (4) existing driveways; modify (1) existing driveway on Sunset Blvd; modify (1) existing driveway on Whitney Blvd.; install new landscaping per proposed plans.

Project was originally approved by the Planning Commission on October 16, 2001 under file #'s DR-2000-16 and U-2000-15. Entitlements expired on October 16, 2003, requiring the applicant to reapply for approval.

Status: The Planning Commission denied the Conditional Use Permit and Design Review on February 15, 2005. The applicant appealed that denial to the City Council. The City Council approved the Conditional Use Permit on May 10, 2005 and remanded the design review back to the Planning Commission for the their approval. The Planning Commission approved the design review on June 7, 2005.

28. ROCKLIN RETAIL CENTER (formerly Yamaha of Rocklin)

Owner: Cemo Commercial
Ben Estacio
1107 Investment Blvd., Ste. 150
El Dorado Hills, CA 95762
Phone: 916-933-2300

Applicant: KMB Architecture, Inc.
Mitch Bjorgum
2339 Gold Meadow Way, Ste 110
Gold River, CA 95670
Phone: (916) 852-0985

Zoning: C-2 (Retail Business)

Location: The project is located at the southwest corner of Pacific Street and Farron Street, across from the Post Office.
APN 010-191-023

File #: U-2001-09, DR-2001-09/A, U-2003-15

Area: 2.5 acres

Proposal: The applicant is requested approval of a Design Review (DR-2001-09) application to allow for the construction of a 22,000 square-foot commercial building, on a 2.5-acre parcel. In addition, the applicant also requested approval of a Conditional Use Permit (U-2001-09) to allow motorcycle sales and a service dealership.

In August 2003 applicant requested a modification (DR-2001-09A) to the originally approved design of the buildings (new design resulted in 19,468 total sq. ft. of building) as well as a new Conditional Use Permit to allow for outdoor seating.

Status: The Planning Commission approved DR-2001-09 and U-2001-09 on September 18, 2001. The applicant submitted an application for DR-2001-09A on August 13, 2003. U-2001-09 expired on September 18, 2003. The Planning Commission approved DR-2001-09A on November 6, 2003. The project is currently being built.

29. LES SCHWAB TIRE CENTER

Owner: Parkside Plaza Properties
C/o George Ganiats
3020 Sunset Hill Road
Rocklin, CA 95677
Phone: (916) 624-0246

Applicant: SFP-B Limited Partnership
C/o Mike Oxman
P.O. Box 667
Prineville, OR 97754
Phone: (541) 416-5166

Zoning: C-2 (Retail Business)

Location: North of Sunset Boulevard on the west side of Pacific Street.
APN 010-191-025

File #: U-200-05, DL-2001-02, DR-2001-07

Area: 2.78 acres

Proposal: An application requesting approval of the following: 1) A Tentative Parcel Map to allow the division of an existing 6.533 acre parcel; 2) A Conditional Use Permit to allow a tire store (automotive repair); 3) A Design Review to allow construction of a 17,417 square-foot building.

Status: The City Council approved the project on March 26, 2002. The project is built.

30. BOULDER RIDGE CATV (STORAGE YARD)

Owner: Boulder Ridge CATV
"Starstream Communications"
4120 Citrus Avenue
Rocklin, CA 95677
Phone: (916) 653-1267

Applicant: Dean Henderson
4120 Citrus Avenue
Rocklin, CA 95677
Phone: (916) 652-1267

Area: 2.45 acres

Proposal: The applicant is requesting approval of a use permit to allow Auto Collision Repair, and Design Review approval to construct a parking lot over an existing vacant Lot C.

Status: The application was received on June 28, 2002 and was approved by the Planning Commission on December 17, 2002. The project is built out.

36. DAWSON OIL CO. – CARWASH

Owner: Dawson Oil Company
P. O. Box 360
Rocklin, CA 95677
Phone: (916) 624-8284

Applicant: Dawson Oil Company
Kasey E. Fray
P. O. Box 360
Rocklin, CA 95677
Phone: (916) 624-8284

Zoning: Planned Development; Light Industrial (PD LI)

Location: Northwest corner of Pacific Street and Delmar Avenue.
A portion of APN#045-001-080

File #: DR-2003-09

Area: .97 acre (42,466 sq. ft.)

Proposal: Request approval of a design review to construct a 1545 s.f. carwash (Public) and provide Truck/Tanker parking (private – an extension of the established company located across Pacific Street) on the parcel described above.

Status: The project was approved by the Planning Commission on December 2, 2003. The project is built out.

37. PACIFIC CENTER BUSINESS CENTER

Owner: Parkside Plaza Properties
3020 Sunset Hill Rd
Rocklin, CA 95677
Phone: (916) 627-0246
Fax: (916) 624-8738

Applicant: KMB Architecture
111 Woodmere Rd., Ste. 250
Folsom, CA 95630
Phone: (916) 673-3333
Fax: (916) 673-3334

Zoning: C-2

Location: 5160 Pacific Street (Pacific & Sunset)

File #: U-2004-13, DR-2004-09 & DL-2004-07

Area: 3.751 acres

Proposal: Approval of Design Review to construct a retail/commercial/auto service business park. Center includes 5 buildings totaling 32,200 +/- sq. ft.

Status: The Planning Commission approved the project on February 15, 2005. The project is under construction.

38. DAWSON OIL COMPANY TRUCK YARD

Owner: Mel Dawson, Inc.
Dawson Oil Company
P. O. Box 360
Rocklin, CA 9567

Phone: (916) 624-8284
Fax: (916) 632-3406

Applicant: SAME AS ABOVE

Zoning: PD-LI

Location: 4325 Pacific Street, west of carwash
APN # 045-010-080

File #: DR-2004-23

Proposal: Proposed truck parking yard - no building.

Status: The Planning Commission approved the project on April 19, 2005.

39. FILNER CONST. PARCEL MAP

Owner: FCI Partners I, LLC
4470 Yankee Hill Rd., Ste. 200
Rocklin, CA 95677

Phone: (916) 624-1985
Fax: (916) 625-0911

Applicant: Sean Barry/Steve Ourada
C/o Ourada Engineering
3111 Sunset Blvd., Ste. L
Rocklin, CA 95677

Phone: (916) 624-1221
Fax: (916) 624-1232

Zoning: PD-LI

Location: Yankee Hill Road
APN # 010-010-024

File #: DL-2004-06

APPENDIX E

EXISTING PLUS APPROVED PROJECTS (BASELINE) LOS WORKSHEETS

Rocklin Crossings
Existing + Approved 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): 1.039
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0	1	1	0 0	1
Volume Module:																
Base Vol:	25	289	496		183	404	19		22	153	43		370	71	99	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	289	496		183	404	19		22	153	43		370	71	99	
Added Vol:	0	26	112		0	25	0		0	0	0		128	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	315	608		183	429	19		22	153	43		498	71	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	30	375	725		218	511	23		26	182	51		594	85	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	375	725		218	511	23		26	182	51		594	85	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	30	375	725		218	511	23		26	182	51		653	85	118	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.92	0.08		1.00	1.56	0.44		1.77	0.23	1.00	
Final Sat.:	1375	2750	1375		1375	2633	117		1375	2147	603		2434	316	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.14	0.53		0.16	0.19	0.19		0.02	0.08	0.08		0.27	0.27	0.09	
Crit Vol:			725		218						117		369			
Crit Moves:			****		****						****		****			

Rocklin Crossings
Existing + Approved 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): 0.558
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	1 0	0	1	1	0 1	1	0	1	0	2 0	1
Volume Module:																
Base Vol:	17	12	11		304	7	104		128	713	12		6	528	567	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	12	11		304	7	104		128	713	12		6	528	567	
Added Vol:	0	0	0		51	0	13		9	152	0		0	156	47	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	12	11		355	7	117		137	865	12		6	684	614	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.00	
PHF Volume:	19	13	12		389	8	128		150	947	13		7	749	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	13	12		389	8	128		150	947	13		7	749	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	19	13	12		428	8	128		150	947	13		7	749	0	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.52	0.48		1.96	0.04	1.00		1.00	1.97	0.03		1.00	2.00	1.00	
Final Sat.:	1375	717	658		2702	48	1375		1375	2712	38		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.16	0.16	0.09		0.11	0.35	0.35		0.00	0.27	0.00	
Crit Vol:		25				218			150					375		
Crit Moves:		****				****			****					****		

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
Added Vol:	0	0	0	12	0	23	0	112	91	63	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	2	267	0	732	503	402	1041	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	185	2	293	0	803	552	441	1141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	2	293	0	803	552	441	1141	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	185	2	293	0	803	552	441	1141	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.21	0.21	0.00	0.28	0.39	0.31	0.40	0.00
Crit Vol:		0			295				552	441		
Crit Moves:					****				****	****		

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	1 1	0
Volume Module:												
Base Vol:	570	2	735	0	0	0	208	569	0	0	631	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2	735	0	0	0	208	569	0	0	631	47
Added Vol:	67	0	48	0	0	0	18	107	0	0	176	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	637	2	783	0	0	0	226	676	0	0	807	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	733	2	901	0	0	0	260	778	0	0	929	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	733	2	901	0	0	0	260	778	0	0	929	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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	806	2	991	0	0	0	260	778	0	0	929	68
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.34	0.01	1.65	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1915	5	2354	0	0	0	1425	2850	0	0	2656	194
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.00	0.00	0.00	0.18	0.27	0.00	0.00	0.35	0.35
Crit Vol:		600			0			260			498	
Crit Moves:		****						****			****	

Rocklin Crossings
Existing + Approved 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): 0.460
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	23	68	59		23	16	50		71	318	36		66	292	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	68	59		23	16	50		71	318	36		66	292	61	
Added Vol:	0	0	0		0	1	1		1	9	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	68	59		23	17	51		72	327	36		66	300	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	25	74	64		25	19	56		78	356	39		72	327	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	74	64		25	19	56		78	356	39		72	327	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	25	74	64		25	19	56		78	356	39		72	327	66	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.15	0.46	0.39		0.25	0.19	0.56		1.00	0.90	0.10		1.00	1.00	1.00	
Final Sat.:	219	646	560		360	266	799		1425	1284	141		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.07	0.07	0.07		0.06	0.28	0.28		0.05	0.23	0.05	
Crit Vol:			163		25					395			72			
Crit Moves:			****		****					****			****			

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	86	90	0		0	255	47		36	0	70		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	90	0		0	255	47		36	0	70		0	0	0	
Added Vol:	0	12	0		0	10	0		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	102	0		0	265	47		36	0	71		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	94	112	0		0	290	51		39	0	78		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	94	112	0		0	290	51		39	0	78		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	342	xxxx	xxxxx		xxxx	xxxx	xxxxx		560	xxxx	171		xxxx	xxxx	xxxxx	
Potent Cap.:	1229	xxxx	xxxxx		xxxx	xxxx	xxxxx		463	xxxx	849		xxxx	xxxx	xxxxx	
Move Cap.:	1229	xxxx	xxxxx		xxxx	xxxx	xxxxx		436	xxxx	849		xxxx	xxxx	xxxxx	
Volume/Cap:	0.08	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	0.09		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	644	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.7	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.8	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				11.8				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	153	243	142	23	426	167	65	171	67	172	232	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	243	142	23	426	167	65	171	67	172	232	31
Added Vol:	0	18	0	0	11	7	8	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	261	142	23	437	174	73	172	67	172	233	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	168	287	156	25	480	191	80	189	74	189	256	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	287	156	25	480	191	80	189	74	189	256	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	287	156	25	480	191	80	189	74	189	256	34
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.11	0.02	0.35	0.14	0.06	0.14	0.05	0.14	0.19	0.02
Crit Vol:	168				480			189		189		
Crit Moves:	****				****			****		****		

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
Added Vol:	0	18	2	0	11	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	398	38	68	565	0	0	0	58	71	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	425	41	73	604	0	0	0	62	76	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	41	73	604	0	0	0	62	76	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	425	41	73	604	0	0	0	62	76	0	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.05	0.42	0.00	0.00	0.00	0.04	0.05	0.00	0.06
Crit Vol:		425			604				62	76		
Crit Moves:					****				****	****		

Rocklin Crossings
Existing + Approved 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): 0.643
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	152	368	74	103	476	63	61	25	34	126	30	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	368	74	103	476	63	61	25	34	126	30	41
Added Vol:	9	13	0	0	14	1	7	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	381	74	103	490	64	68	25	39	126	30	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	178	420	82	114	540	71	75	28	43	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	420	82	114	540	71	75	28	43	139	33	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	178	420	82	114	540	71	75	28	47	139	33	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.06	0.08	0.39	0.05	0.05	0.02	0.02	0.10	0.02	0.03
Crit Vol:	178				540			28		139		
Crit Moves:	****				****			****		****		

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	0	460	35	0	458	206	0	0	0	375	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	35	0	458	206	0	0	0	375	0	211
Added Vol:	0	17	44	0	19	0	0	0	0	2	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	477	79	0	477	206	0	0	0	377	0	215
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	541	0	0	541	234	0	0	0	428	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	0	0	541	234	0	0	0	428	0	244
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	541	0	0	541	234	0	0	0	471	0	268
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.13	0.16	0.00	0.00	0.00	0.17	0.00	0.09
Crit Vol:	0					234		0		235		
Crit Moves:	****					****				****		

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	559	0	0	711	122	206	0	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	559	0	0	711	122	206	0	115	0	0	0
Added Vol:	0	66	0	0	12	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	625	0	0	723	122	206	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	703	0	0	813	0	232	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	703	0	0	813	0	232	0	146	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	703	0	0	813	0	255	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.29	0.00	0.09	0.00	0.10	0.00	0.00	0.00
Crit Vol:		176			407				146		0	
Crit Moves:					****				****			

Rocklin Crossings
Existing + Approved 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): 0.217
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	598	0	0	831	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	598	0	0	831	0	0	0	0	0	0	0
Added Vol:	0	9	6	21	6	0	0	0	0	28	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	607	6	21	837	0	0	0	0	28	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	639	6	22	881	0	0	0	0	29	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	639	6	22	881	0	0	0	0	29	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
Final Vol.:	0	639	6	22	881	0	0	0	0	32	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	2.97	0.03	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4233	42	1425	4275	0	0	0	0	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.21	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Vol:			0		294				0		16	
Crit Moves:	****				****						****	

Rocklin Crossings
Existing + Approved 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): 0.793
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	390	463		58	50	432		47	69	114		242	67	173		66
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	390	463		58	50	432		47	69	114		242	67	173		66
Added Vol:	44	3		0	2	10		23	11	9		50	0	9		1
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	434	466		58	52	442		70	80	123		292	67	182		67
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	451	484		60	54	459		73	83	128		304	70	189		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	451	484		60	54	459		73	83	128		304	70	189		70
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	451	484		60	54	459		73	83	128		304	70	189		70
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.78		0.22	1.00	1.73		0.27	1.00	2.00		1.00	1.00	0.73		0.27
Final Sat.:	1375	2446		304	1375	2374		376	1375	2750		1375	1375	1005		370
Capacity Analysis Module:																
Vol/Sat:	0.33	0.20		0.20	0.04	0.19		0.19	0.06	0.05		0.22	0.05	0.19		0.19
Crit Vol:	451					266						304	70			
Crit Moves:	****					****						****	****			

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	6	269		66	457	359		6	14	67		22	45	14		406
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	269		66	457	359		6	14	67		22	45	14		406
Added Vol:	0	0		0	3	0		0	0	0		0	0	0		2
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	6	269		66	460	359		6	14	67		22	45	14		408
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88
PHF Volume:	7	306		75	524	409		7	16	76		25	51	16		465
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	306		75	524	409		7	16	76		25	51	16		465
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	306		75	524	409		7	16	76		25	51	16		465
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.80		0.20	1.00	0.98		0.02	0.14	0.65		0.21	0.76	0.24		1.00
Final Sat.:	1500	1204		296	1500	1475		25	204	976		320	1144	356		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25		0.25	0.35	0.28		0.28	0.08	0.08		0.08	0.04	0.04		0.31
Crit Vol:					382	524			16							465
Crit Moves:					****	****			****							****

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	162	433	68	17	233	419	74	33	76	39	80	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	433	68	17	233	419	74	33	76	39	80	30
Added Vol:	1	0	0	0	0	3	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	433	68	17	233	422	76	33	76	39	80	30
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	182	484	76	19	260	0	85	37	85	44	89	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	484	76	19	260	0	85	37	85	44	89	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	484	76	19	260	0	85	37	85	44	89	34
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.70	0.30	1.00	1.00	0.73	0.27
Final Sat.:	1425	2463	387	1425	1425	1425	994	431	1425	1425	1036	389
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.20	0.01	0.18	0.00	0.09	0.09	0.06	0.03	0.09	0.09
Crit Vol:	182				260		85					123
Crit Moves:	****				****		****					****

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

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

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[16.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	353	50	98	245	0	0	0	0	55	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	50	98	245	0	0	0	0	55	0	312
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	50	98	245	0	0	0	0	55	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	384	54	106	266	0	0	0	0	60	0	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	384	54	106	266	0	0	0	0	60	0	339
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	439	xxxx	xxxxx	xxxx	xxxx	xxxxx	863	xxxx	384
Potent Cap.:	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	668
Move Cap.:	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	xxxx	668
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.51
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	2.9
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.8	xxxx	15.8
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.4		
ApproachLOS:	*			*			*			C		

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[16.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	133	0	155		0	0	0		0	79	124		105	110	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	133	0	155		0	0	0		0	79	124		105	110	0	
Added Vol:	0	0	0		0	0	0		0	0	0		1	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	133	0	155		0	0	0		0	79	124		106	110	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	149	0	174		0	0	0		0	89	139		119	123	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	149	0	174		0	0	0		0	89	139		119	123	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	520	xxxx	158		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		228	xxxx	xxxxx	
Potent Cap.:	520	xxxx	892		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1352	xxxx	xxxxx	
Move Cap.:	483	xxxx	892		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1352	xxxx	xxxxx	
Volume/Cap:	0.31	xxxx	0.19		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	641	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	2.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	16.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx	
Shared LOS:	*	C	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	16.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C[15.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	240	55	0		0	72	98		83	0	87		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	55	0		0	72	98		83	0	87		0	0	0	
Added Vol:	8	0	0		0	0	2		1	0	10		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	248	55	0		0	72	100		84	0	97		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	289	64	0		0	84	117		98	0	113		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	289	64	0		0	84	117		98	0	113		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	200	xxxx	xxxxx		xxxx	xxxx	xxxxx		784	xxxx	142		xxxx	xxxx	xxxxx	
Potent Cap.:	1384	xxxx	xxxxx		xxxx	xxxx	xxxxx		365	xxxx	911		xxxx	xxxx	xxxxx	
Move Cap.:	1384	xxxx	xxxxx		xxxx	xxxx	xxxxx		295	xxxx	911		xxxx	xxxx	xxxxx	
Volume/Cap:	0.21	xxxx	xxxx		xxxx	xxxx	xxxx		0.33	xxxx	0.12		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.4	xxxx	0.4		xxxx	xxxx	xxxxx	
Control Del:	8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		23.2	xxxx	9.5		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		C	*	A		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				15.9				xxxxxx			
ApproachLOS:	*				*				C				*			

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	190		18	100	425		17	3	16		4	41	11		65
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	190		18	100	425		17	3	16		4	41	11		65
Added Vol:	0	21		0	0	18		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	211		18	100	443		17	3	16		4	41	11		65
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	2	233		20	110	488		19	3	18		4	45	12		72
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	233		20	110	488		19	3	18		4	45	12		72
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	233		20	110	488		19	3	18		4	45	12		72
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.92		0.08	1.00	0.96		0.04	0.13	0.70		0.17	0.35	0.09		0.56
Final Sat.:	1425	1313		112	1425	1372		53	186	991		248	499	134		792
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18		0.18	0.08	0.36		0.36	0.02	0.02		0.02	0.09	0.09		0.09
Crit Vol:	2				507				3							129
Crit Moves:	****				****				****							****

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	257		1	71	518		0	0	0		0	4	0		37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	257		1	71	518		0	0	0		0	4	0		37
Added Vol:	0	21		0	0	18		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	278		1	71	536		0	0	0		0	4	0		37
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	294		1	75	567		0	0	0		0	4	0		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	294		1	75	567		0	0	0		0	4	0		39
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	295	xxxx		xxxxx	xxxx	xxxx		xxxxx	1012	xxxx		295
Potent Cap.:	xxxx	xxxx		xxxxx	1278	xxxx		xxxxx	xxxx	xxxx		xxxxx	267	xxxx		749
Move Cap.:	xxxx	xxxx		xxxxx	1278	xxxx		xxxxx	xxxx	xxxx		xxxxx	255	xxxx		749
Volume/Cap:	xxxx	xxxx		xxxx	0.06	xxxx		xxxx	xxxx	xxxx		xxxx	0.02	xxxx		0.05
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	8.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	630		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	11.1		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.1			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	229	376	67		60	323	0		211	96	242		103	102	119	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	229	376	67		60	323	0		211	96	242		103	102	119	
Added Vol:	0	2	0		0	3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	229	378	67		60	326	0		211	96	242		103	102	119	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	276	455	81		72	392	0		254	116	291		124	123	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	276	455	81		72	392	0		254	116	291		124	123	143	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	276	455	81		72	392	0		254	116	291		124	123	143	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.46	0.54	
Final Sat.:	1375	1375	1375		1375	2750	0		1375	1375	1375		1375	635	740	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.33	0.06		0.05	0.14	0.00		0.18	0.08	0.21		0.09	0.19	0.19	
Crit Vol:		455			72				254					266		
Crit Moves:		****			****				****					****		

Rocklin Crossings
Existing + Approved 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): 1.174
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	41	443		509	122	514		21	34	113		23	595	148		221
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	41	443		509	122	514		21	34	113		23	595	148		221
Added Vol:	0	74		275	0	74		0	0	0		0	261	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	41	517		784	122	588		21	34	113		23	856	148		221
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94
PHF Volume:	44	549		833	130	625		22	36	120		24	910	157		235
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	44	549		833	130	625		22	36	120		24	910	157		235
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.10	1.00		1.00
Final Vol.:	44	549		833	130	625		22	36	120		24	1001	157		235
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	1.93		0.07	1.00	1.66		0.34	1.73	0.27		1.00
Final Sat.:	1375	2750		1375	1375	2655		95	1375	2285		465	2376	374		1375
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20		0.61	0.09	0.24		0.24	0.03	0.05		0.05	0.42	0.42		0.17
Crit Vol:				833	130							72		579		
Crit Moves:				****	****							****		****		

Rocklin Crossings
Existing + Approved 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): 0.929
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 0	1	0	1	1 0	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	23	14		35	489	16		357	233	676		23	40	745		586
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	23	14		35	489	16		357	233	676		23	40	745		586
Added Vol:	0	0		0	90	0		13	26	326		0	0	292		95
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	23	14		35	579	16		370	259	1002		23	40	1037		681
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.00
PHF Volume:	25	15		37	618	17		395	276	1069		25	43	1107		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	25	15		37	618	17		395	276	1069		25	43	1107		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.10	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
Final Vol.:	25	15		37	680	17		395	276	1069		25	43	1107		0
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.29		0.71	1.95	0.05		1.00	1.00	1.96		0.04	1.00	2.00		1.00
Final Sat.:	1375	393		982	2683	67		1375	1375	2688		62	1375	2750		1375
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04		0.04	0.25	0.25		0.29	0.20	0.40		0.40	0.03	0.40		0.00
Crit Vol:				52				395	276					553		
Crit Moves:				****				****	****					****		

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	
Volume Module:																
Base Vol:	0	0	0		52	2	258		0	686	516		503	1102	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		52	2	258		0	686	516		503	1102	0	
Added Vol:	0	0	0		26	0	41		0	269	147		94	346	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		78	2	299		0	955	663		597	1448	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	0	0	0		84	2	322		0	1028	714		643	1559	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		84	2	322		0	1028	714		643	1559	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		84	2	322		0	1028	714		643	1559	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1425	9	1416		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.23	0.23		0.00	0.36	0.50		0.45	0.55	0.00	
Crit Vol:		0					324				714		643			
Crit Moves:							****				****		****			

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1!	0	1	0	0	0	0	0			1	0	2	
Volume Module:																
Base Vol:	548	1	602		0	0	0		211	527	0		0	1057	119	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	548	1	602		0	0	0		211	527	0		0	1057	119	
Added Vol:	149	0	117		0	0	0		47	249	0		0	292	26	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	697	1	719		0	0	0		258	776	0		0	1349	145	
User Adj:	1.00	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:	713	1	736		0	0	0		264	794	0		0	1381	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	713	1	736		0	0	0		264	794	0		0	1381	148	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	785	1	810		0	0	0		264	794	0		0	1381	148	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.47	0.01	1.52		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.81	0.19	
Final Sat.:	2103	3	2169		0	0	0		1425	2850	0		0	2573	277	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	0.37		0.00	0.00	0.00		0.19	0.28	0.00		0.00	0.54	0.54	
Crit Vol:		532					0			264					765	
Crit Moves:		****								****					****	

Rocklin Crossings
Existing + Approved 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): 0.546
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	25		19		46		38		46		129		27		401		20		28		460		18	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	25		19		46		38		46		129		27		401		20		28		460		18	
Added Vol:	0		1		0		0		1		3		3		22		0		0		21		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	25		20		46		38		47		132		30		423		20		28		481		18	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.97	0.97		0.97		0.97	0.97		0.97		0.97		0.97	0.97		0.97		0.97	0.97	0.97		0.97		0.97
PHF Volume:	26		21		48		39		49		137		31		437		21		29		497		19	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	26		21		48		39		49		137		31		437		21		29		497		19	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Final Vol.:	26		21		48		39		49		137		31		437		21		29		497		19	
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425		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	1.00		1.00		1.00
Lanes:	0.27	0.22		0.51		0.17	0.22		0.61		1.00		0.95	0.05		1.00		1.00	1.00	1.00		1.00		1.00
Final Sat.:	391	313		720		250	309		867		1425		1361	64		1425		1425	1425	1425		1425		1425
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.07		0.07		0.16	0.16		0.16		0.02		0.32	0.32		0.02		0.35	0.01					
Crit Vol:	26								224		31							497						
Crit Moves:	****								****		****							****						

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	30		293		0		0		197		24		60		0		63		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	30		293		0		0		197		24		60		0		63		0		0		0	
Added Vol:	1		20		0		0		14		0		0		0		1		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	31		313		0		0		211		24		60		0		64		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.88	0.88		0.88		0.88	0.88		0.88		0.88		0.88	0.88		0.88		0.88	0.88	0.88		0.88		0.88
PHF Volume:	35		356		0		0		240		27		68		0		73		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	35		356		0		0		240		27		68		0		73		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	268	xxxx	xxxxx	xxxx	xxxx	xxxxx							503	xxxx		134	xxxx	xxxx	xxxxx					
Potent Cap.:	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx							503	xxxx		897	xxxx	xxxx	xxxxx					
Move Cap.:	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx							493	xxxx		897	xxxx	xxxx	xxxxx					
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx							0.14	xxxx		0.08	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	7.8	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							*	*	*	*	*	*						
Movement:	LT - LTR - RT																							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	642	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	B	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									12.2			xxxxxx								
ApproachLOS:	*			*									B			*								

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	551	253	26	341	109	152	305	97	207	266	36
Added Vol:	1	28	1	0	27	16	17	4	1	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	579	254	26	368	125	169	309	98	208	270	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	133	638	280	29	406	138	186	341	108	229	298	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	638	280	29	406	138	186	341	108	229	298	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	638	280	29	406	138	186	341	108	229	298	40
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.46	0.20	0.02	0.30	0.10	0.14	0.25	0.08	0.17	0.22	0.03
Crit Vol:		638		29				341		229		
Crit Moves:		****		****				****		****		

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 8 (Y+R=4.0 sec) 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
Added Vol:	0	29	10	1	27	0	0	0	0	9	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	596	109	85	541	0	0	0	87	84	0	93
User Adj:	1.00	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	631	115	90	573	0	0	0	92	89	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	631	115	90	573	0	0	0	92	89	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	631	115	90	573	0	0	0	92	89	0	99
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.08	0.06	0.40	0.00	0.00	0.00	0.06	0.06	0.00	0.07
Crit Vol:		631		90					92	89		
Crit Moves:		****		****					****	****		

Rocklin Crossings
Existing + Approved 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): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	96	526	72	70	504	67	131	32	178	112	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	526	72	70	504	67	131	32	178	112	20	35
Added Vol:	9	30	0	0	32	4	8	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	556	72	70	536	71	139	32	189	112	20	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	115	608	79	77	586	78	152	35	207	123	22	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	608	79	77	586	78	152	35	207	123	22	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	115	608	79	77	586	78	152	35	227	123	22	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.06	0.06	0.43	0.06	0.11	0.03	0.08	0.09	0.02	0.03
Crit Vol:	115				586				114	123		
Crit Moves:	****				****				****	****		

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	0	560	38	0	576	213	0	0	0	320	0	159
Growth Adj:	1.00	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	560	38	0	576	213	0	0	0	320	0	159
Added Vol:	0	20	29	0	43	0	0	0	0	6	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	580	67	0	619	213	0	0	0	326	0	179
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	632	0	0	674	232	0	0	0	355	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	0	0	674	232	0	0	0	355	0	195
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	632	0	0	674	232	0	0	0	391	0	214
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.14	0.00	0.08
Crit Vol:	0					232			0	195		
Crit Moves:	****					****				****		

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 4	0	1	2	0 2	0	1	2	0 2	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	721	0		0	672	224		211	0	31		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	721	0		0	672	224		211	0	31		0	0	0	
Added Vol:	0	52	0		0	32	0		0	0	50		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	773	0		0	704	224		211	0	81		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.00		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	859	0		0	782	0		234	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	859	0		0	782	0		234	0	90		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	859	0		0	782	0		258	0	90		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.00		0.00	0.27	0.00		0.09	0.00	0.06		0.00	0.00	0.00	
Crit Vol:		215				391			129					0		
Crit Moves:						****			****							

Rocklin Crossings
Existing + Approved 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): 0.267
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 3	0	0	0	0 0	0	0	2	0 0	0	2
Volume Module:																
Base Vol:	0	805	0		0	691	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	805	0		0	691	0		0	0	0		0	0	0	
Added Vol:	0	23	20		69	13	0		0	0	0		18	0	16	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	828	20		69	704	0		0	0	0		18	0	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	872	21		73	741	0		0	0	0		19	0	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	872	21		73	741	0		0	0	0		19	0	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	872	21		73	741	0		0	0	0		21	0	19	
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	2.93	0.07		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4174	101		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.05	0.17	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Vol:			298		73						0		10			
Crit Moves:			****		****								****			

Rocklin Crossings
Existing + Approved 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): 0.962
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0 1		1	0 0	1	0
Volume Module:																
Base Vol:	298	604	52		67	505	78		171	235	404		30	139	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	298	604	52		67	505	78		171	235	404		30	139	30	
Added Vol:	104	11	0		1	7	23		30	19	101		0	20	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	402	615	52		68	512	101		201	254	505		30	159	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	428	654	55		72	545	107		214	270	537		32	169	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	428	654	55		72	545	107		214	270	537		32	169	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	428	654	55		72	545	107		214	270	537		32	169	34	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.84	0.16		1.00	1.67	0.33		1.00	2.00	1.00		1.00	0.83	0.17	
Final Sat.:	1375	2536	214		1375	2297	453		1375	2750	1375		1375	1145	230	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.26	0.26		0.05	0.24	0.24		0.16	0.10	0.39		0.02	0.15	0.15	
Crit Vol:	428					326					537		32			
Crit Moves:	****					****					****		****			

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0		0	1 0	0	1
Volume Module:																
Base Vol:	8	476	104		409	409	10		7	12	8		77	13	572	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	476	104		409	409	10		7	12	8		77	13	572	
Added Vol:	0	1	0		7	1	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	477	104		416	410	10		7	12	8		77	13	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	8	501	109		437	431	11		7	13	8		81	14	609	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	501	109		437	431	11		7	13	8		81	14	609	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	501	109		437	431	11		7	13	8		81	14	609	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	0.98	0.02		0.26	0.44	0.30		0.86	0.14	1.00	
Final Sat.:	1500	1231	269		1500	1464	36		389	667	444		1283	217	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.29	0.29	0.29		0.02	0.02	0.02		0.06	0.06	0.41	
Crit Vol:		610				437				7					609	
Crit Moves:		****				****				****					****	

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	88	373	177	48	202	387	75	46	67	140	50	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	373	177	48	202	387	75	46	67	140	50	72
Added Vol:	2	0	0	0	0	7	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	373	177	48	202	394	83	46	67	140	50	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	389	185	50	211	0	87	48	70	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	389	185	50	211	0	87	48	70	146	52	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	389	185	50	211	0	87	48	70	146	52	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.64	0.36	1.00	1.00	0.41	0.59
Final Sat.:	1425	1933	917	1425	1425	1425	917	508	1425	1425	584	841
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.04	0.15	0.00	0.09	0.09	0.05	0.10	0.09	0.09
Crit Vol:		287		50				135		146		
Crit Moves:		****		****				****		****		

Rocklin Crossings
Existing + Approved 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): 6.1 Worst Case Level Of Service: C[16.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 1	0	1	0	0 0	0	0	1	0	0 1
Volume Module:												
Base Vol:	0	353	50	98	245	0	0	0	0	55	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	50	98	245	0	0	0	0	55	0	312
Added Vol:	0	2	0	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	50	98	245	0	0	0	0	57	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	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	378	53	104	261	0	0	0	0	61	0	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	378	53	104	261	0	0	0	0	61	0	333
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	xxxx	378
Potent Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	673
Move Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	xxxx	673
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.49
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	2.8
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.5	xxxx	15.5
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.1		
ApproachLOS:	*			*			*			C		

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

Rocklin Crossings
Existing + Approved 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): 6.9 Worst Case Level Of Service: C[15.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	143	0	72	0	0	0	0	64	150	114	57	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	0	72	0	0	0	0	64	150	114	57	0
Added Vol:	1	0	1	0	0	0	0	1	1	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	73	0	0	0	0	65	151	115	58	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	160	0	81	0	0	0	0	72	168	128	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	160	0	81	0	0	0	0	72	168	128	65	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	477	xxxx	156	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	xxxx	xxxxx
Potent Cap.:	550	xxxx	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1338	xxxx	xxxxx
Move Cap.:	507	xxxx	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1338	xxxx	xxxxx
Volume/Cap:	0.32	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	15.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	153	68	0	0	43	55	61	0	242	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	68	0	0	43	55	61	0	242	0	0	0
Added Vol:	18	0	0	0	0	4	4	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	68	0	0	43	59	65	0	258	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	198	79	0	0	50	68	75	0	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	198	79	0	0	50	68	75	0	299	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	118	xxxx	xxxxx	xxxx	xxxx	xxxxx	558	xxxx	84	xxxx	xxxx	xxxxx
Potent Cap.:	1483	xxxx	xxxxx	xxxx	xxxx	xxxxx	494	xxxx	981	xxxx	xxxx	xxxxx
Move Cap.:	1483	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	981	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.30	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	1.3	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	487		39	63	298		3	21	14		4	15	4		88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	487		39	63	298		3	21	14		4	15	4		88
Added Vol:	0	40		0	0	43		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	527		39	63	341		3	21	14		4	15	4		88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	2	550		41	66	356		3	22	15		4	16	4		92
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	550		41	66	356		3	22	15		4	16	4		92
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	550		41	66	356		3	22	15		4	16	4		92
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.93		0.07	1.00	0.99		0.01	0.54	0.36		0.10	0.14	0.04		0.82
Final Sat.:	1425	1327		98	1425	1413		12	767	512		146	200	53		1172
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41		0.41	0.05	0.25		0.25	0.03	0.03		0.03	0.08	0.08		0.08
Crit Vol:				591	66				22					112		
Crit Moves:				****	****				****					****		

Rocklin Crossings
Existing + Approved 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[14.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	559		4	47	314		0	0	0		0	3	0		57
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	559		4	47	314		0	0	0		0	3	0		57
Added Vol:	0	40		0	0	43		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	599		4	47	357		0	0	0		0	3	0		57
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	0	626		4	49	373		0	0	0		0	3	0		60
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	626		4	49	373		0	0	0		0	3	0		60
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		630	xxxx	xxxxx	xxxx	xxxx	xxxxx			1099	xxxx		628
Potent Cap.:	xxxx	xxxx	xxxxx		962	xxxx	xxxxx	xxxx	xxxx	xxxxx			237	xxxx		487
Move Cap.:	xxxx	xxxx	xxxxx		962	xxxx	xxxxx	xxxx	xxxx	xxxxx			228	xxxx		487
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	xxxx	xxxx	xxxx	xxxx			0.01	xxxx		0.12
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*	*	*	*			*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	460	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.5	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	14.0	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				14.0			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	362	282	114		28	239	0		67	91	317		95	83	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	362	282	114		28	239	0		67	91	317		95	83	32	
Added Vol:	0	8	0		0	8	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	362	290	114		28	247	0		67	91	317		95	83	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	402	322	127		31	274	0		74	101	352		106	92	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	402	322	127		31	274	0		74	101	352		106	92	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	402	322	127		31	274	0		74	101	352		106	92	36	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.72	0.28	
Final Sat.:	1375	1375	1375		1375	2750	0		1375	1375	1375		1375	992	383	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.23	0.09		0.02	0.10	0.00		0.05	0.07	0.26		0.08	0.09	0.09	
Crit Vol:	402					137					352		106			
Crit Moves:	****					****					****		****			

Rocklin Crossings
Existing + Approved 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):	0.732
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	15	276	397	110	304	16	22	56	22	304	48	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	276	397	110	304	16	22	56	22	304	48	114
Added Vol:	0	40	165	0	48	0	0	0	0	165	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	316	562	110	352	16	22	56	22	469	48	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	320	570	112	357	16	22	57	22	476	49	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	320	570	112	357	16	22	57	22	476	49	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	320	570	112	357	16	22	57	22	523	49	116
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.44	0.56	1.83	0.17	1.00
Final Sat.:	1375	2750	1375	1375	2630	120	1375	1974	776	2516	234	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.41	0.08	0.14	0.14	0.02	0.03	0.03	0.21	0.21	0.08
Crit Vol:			570	112					40		286	
Crit Moves:			****	****					****		****	

Rocklin Crossings
Existing + Approved 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):	0.656
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	16	29	448	22	129	212	378	11	35	380	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	29	448	22	129	212	378	11	35	380	295
Added Vol:	0	0	0	38	0	4	5	189	0	0	242	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	29	486	22	133	217	567	11	35	622	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	34	17	31	515	23	141	230	601	12	37	659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	515	23	141	230	601	12	37	659	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	17	31	566	23	141	230	601	12	37	659	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	489	886	2641	109	1375	1375	2698	52	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.21	0.21	0.10	0.17	0.22	0.22	0.03	0.24	0.00
Crit Vol:		48			295		230				329	
Crit Moves:		****			****		****				****	

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	
Volume Module:																
Base Vol:	0	0	0		301	1	357		0	645	72		145	379	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		301	1	357		0	645	72		145	379	0	
Added Vol:	0	0	0		12	0	33		0	144	83		48	245	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		313	1	390		0	789	155		193	624	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	0	0	0		334	1	416		0	842	165		206	666	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		334	1	416		0	842	165		206	666	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		334	1	416		0	842	165		206	666	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1425	4	1421		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.29	0.29		0.00	0.30	0.12		0.14	0.23	0.00	
Crit Vol:		0					417			421			206			
Crit Moves:							****			****			****			

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1!	0	1	0	0	0	0	0	1	0	2	0	0	
Volume Module:																
Base Vol:	26	0	114		0	0	0		203	757	0		0	498	261	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	0	114		0	0	0		203	757	0		0	498	261	
Added Vol:	122	0	54		0	0	0		28	128	0		0	170	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	148	0	168		0	0	0		231	885	0		0	668	273	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	164	0	186		0	0	0		256	980	0		0	740	302	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	0	186		0	0	0		256	980	0		0	740	302	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	0	205		0	0	0		256	980	0		0	740	302	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.41	0.00	1.59		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.42	0.58	
Final Sat.:	2002	0	2273		0	0	0		1425	2850	0		0	2023	827	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.09		0.00	0.00	0.00		0.18	0.34	0.00		0.00	0.37	0.37	
Crit Vol:			128				0		256						521	
Crit Moves:			****						****						****	

Rocklin Crossings
Existing + Approved 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): 0.279
Loss Time (sec): 8 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	5	9	7		5	10	20		13	286	8		15	245	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	9	7		5	10	20		13	286	8		15	245	5	
Added Vol:	0	1	0		0	1	2		1	13	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	10	7		5	11	22		14	299	8		15	263	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	5	11	8		5	12	24		15	326	9		16	286	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	11	8		5	12	24		15	326	9		16	286	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	11	8		5	12	24		15	326	9		16	286	5	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.23	0.45	0.32		0.13	0.29	0.58		1.00	0.97	0.03		1.00	1.00	1.00	
Final Sat.:	324	648	453		187	413	825		1425	1388	37		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.03	0.03	0.03		0.01	0.23	0.23		0.01	0.20	0.00	
Crit Vol:	5						41				334		16			
Crit Moves:	****						****				****		****			

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	8	164	0		0	243	10		9	0	19		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	164	0		0	243	10		9	0	19		0	0	0	
Added Vol:	1	11	0		0	7	0		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	175	0		0	250	10		9	0	20		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	10	193	0		0	276	11		10	0	22		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	10	193	0		0	276	11		10	0	22		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	287	xxxx	xxxxx		xxxx	xxxx	xxxxx		398	xxxx	143		xxxx	xxxx	xxxxx	
Potent Cap.:	1287	xxxx	xxxxx		xxxx	xxxx	xxxxx		585	xxxx	884		xxxx	xxxx	xxxxx	
Move Cap.:	1287	xxxx	xxxxx		xxxx	xxxx	xxxxx		582	xxxx	884		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.02	xxxx	0.02		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	761	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	9.9	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	A	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				9.9				xxxxxx			
ApproachLOS:	*				*				A				*			

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	28	324	69		29	267	60		25	220	28		83	202	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	324	69		29	267	60		25	220	28		83	202	24	
Added Vol:	0	15	0		0	14	15		11	2	0		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	339	69		29	281	75		36	222	28		83	204	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	30	361	73		31	299	80		38	236	30		88	217	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	361	73		31	299	80		38	236	30		88	217	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	30	361	73		31	299	80		38	236	30		88	217	26	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.26	0.05		0.02	0.22	0.06		0.03	0.17	0.02		0.06	0.16	0.02	
Crit Vol:		361				31				236				88		
Crit Moves:		****				****				****				****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	1	1	0 0	1	0	0	0 0	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	383	11		31	374	0		0	0	14		43	0	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	383	11		31	374	0		0	0	14		43	0	35	
Added Vol:	0	15	5		0	14	0		0	0	0		5	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	398	16		31	388	0		0	0	14		48	0	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	411	17		32	401	0		0	0	14		50	0	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	411	17		32	401	0		0	0	14		50	0	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	411	17		32	401	0		0	0	14		50	0	36	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	1425	1425		1425	1425	0		0	0	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.01		0.02	0.28	0.00		0.00	0.00	0.01		0.03	0.00	0.03	
Crit Vol:		411				32					14		50			
Crit Moves:		****				****					****		****			

Rocklin Crossings
Existing + Approved 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): 0.483
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	146	298	94	56	278	98	107	19	78	119	18	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	298	94	56	278	98	107	19	78	119	18	25
Added Vol:	6	16	0	0	18	1	3	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	314	94	56	296	99	110	19	85	119	18	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	164	339	102	61	320	107	119	21	92	129	19	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	339	102	61	320	107	119	21	92	129	19	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	164	339	102	61	320	107	119	21	101	129	19	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.07	0.04	0.23	0.08	0.09	0.01	0.04	0.09	0.01	0.02
Crit Vol:	164				320				51	129		
Crit Moves:	****				****				****	****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	0	489	69	0	323	113	0	0	0	162	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	489	69	0	323	113	0	0	0	162	0	28
Added Vol:	0	15	33	0	25	0	0	0	0	5	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	504	102	0	348	113	0	0	0	167	0	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	574	0	0	396	129	0	0	0	190	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	0	0	396	129	0	0	0	190	0	40
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	574	0	0	396	129	0	0	0	209	0	44
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.07	0.00	0.02
Crit Vol:		191			132				0	105		
Crit Moves:		****								****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 3	0	1	2	0 2	0	1	2	0 2	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	151	462	0		0	407	78		247	0	192		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	462	0		0	407	78		247	0	192		0	0	0	
Added Vol:	0	53	0		0	22	0		0	0	39		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	515	0		0	429	78		247	0	231		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.00		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	180	615	0		0	513	0		295	0	276		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	615	0		0	513	0		295	0	276		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	615	0		0	513	0		325	0	276		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.91	3.09	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	1292	4408	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.00		0.00	0.18	0.00		0.11	0.00	0.19		0.00	0.00	0.00	
Crit Vol:		199				256					276			0		
Crit Moves:						****					****					

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.165
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 3	0	0	0	0 0	0	0	2	0 0	0	2
Volume Module:																
Base Vol:	0	441	0		0	599	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	441	0		0	599	0		0	0	0		0	0	0	
Added Vol:	0	16	16		54	7	0		0	0	0		21	0	18	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	457	16		54	606	0		0	0	0		21	0	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	481	17		57	638	0		0	0	0		22	0	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	481	17		57	638	0		0	0	0		22	0	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	481	17		57	638	0		0	0	0		24	0	21	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.90	0.10		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4130	145		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.04	0.15	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Vol:		166				57					0			12		
Crit Moves:		****				****								****		

Rocklin Crossings
Existing + Approved 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): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	203	376	34	39	328	68	84	152	188	44	167	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	376	34	39	328	68	84	152	188	44	167	25
Added Vol:	72	9	0	1	8	19	20	10	58	0	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	385	34	40	336	87	104	162	246	44	179	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	297	416	37	43	363	94	112	175	266	48	193	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	416	37	43	363	94	112	175	266	48	193	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	416	37	43	363	94	112	175	266	48	193	29
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	1.84	0.16	1.00	1.59	0.41	1.00	2.00	1.00	1.00	0.87	0.13
Final Sat.:	1375	2527	223	1375	2184	566	1375	2750	1375	1375	1195	180
Capacity Analysis Module:												
Vol/Sat:	0.22	0.16	0.16	0.03	0.17	0.17	0.08	0.06	0.19	0.03	0.16	0.16
Crit Vol:	297					228	112				222	
Crit Moves:	****					****	****				****	

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	14	333	99	300	312	6	6	16	8	102	12	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	333	99	300	312	6	6	16	8	102	12	273
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	333	99	304	312	6	6	16	8	102	12	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	14	340	101	311	319	6	6	16	8	104	12	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	340	101	311	319	6	6	16	8	104	12	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	340	101	311	319	6	6	16	8	104	12	283
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.98	0.02	0.20	0.53	0.27	0.89	0.11	1.00
Final Sat.:	1500	1156	344	1500	1472	28	300	800	400	1342	158	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.21	0.22	0.22	0.02	0.02	0.02	0.08	0.08	0.19
Crit Vol:			441	311			6					283
Crit Moves:			****	****			****					****

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
Added Vol:	1	0	0	0	0	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	288	80	40	172	206	52	43	39	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	108	300	83	42	179	0	54	45	41	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	300	83	42	179	0	54	45	41	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	300	83	42	179	0	54	45	41	130	60	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	0.55	0.45	1.00	1.00	0.49	0.51
Final Sat.:	1425	2230	620	1425	1425	1425	780	645	1425	1425	700	725
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.03	0.13	0.00	0.07	0.07	0.03	0.09	0.09	0.09
Crit Vol:	108				179			99		130		
Crit Moves:	****				****			****		****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[12.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	257		45		88	256		0		0		0		0	46		0		206
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	257		45		88	256		0		0		0		0	46		0		206
Added Vol:	0	1		0		0	0		0		0		0		0	1		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	258		45		88	256		0		0		0		0	47		0		206
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.98	0.98		0.98		0.98	0.98		0.98		0.98		0.98		0.98	0.98		0.98		0.98
PHF Volume:	0	264		46		90	262		0		0		0		0	48		0		211
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	264		46		90	262		0		0		0		0	48		0		211
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		310	xxxx		xxxxx		xxxx		xxxx		xxxxx	707		xxxx		264
Potent Cap.:	xxxx	xxxx		xxxxx		1261	xxxx		xxxxx		xxxx		xxxx		xxxxx	405		xxxx		779
Move Cap.:	xxxx	xxxx		xxxxx		1261	xxxx		xxxxx		xxxx		xxxx		xxxxx	381		xxxx		779
Volume/Cap:	xxxx	xxxx		xxxx		0.07	xxxx		xxxx		xxxx		xxxx		xxxx	0.13		xxxx		0.27
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxx		xxxx		xxxxx	0.4		xxxx		1.1
Control Del:	xxxxx	xxxx		xxxxx		8.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	15.8		xxxx		11.3
LOS by Move:	*	*		*		A	*		*		*		*		*	C		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					12.2				
ApproachLOS:	*					*					*					B				

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	22	0	90		0	0	0		0	52	21		60	56	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	0	90		0	0	0		0	52	21		60	56	0	
Added Vol:	1	0	1		0	0	0		0	0	1		1	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	0	91		0	0	0		0	52	22		61	56	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:	25	0	99		0	0	0		0	57	24		66	61	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	25	0	99		0	0	0		0	57	24		66	61	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	263	xxxx		69	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		81	xxxx	xxxxx	
Potent Cap.:	731	xxxx		1000	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1530	xxxx	xxxxx	
Move Cap.:	706	xxxx		1000	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1530	xxxx	xxxxx	
Volume/Cap:	0.04	xxxx		0.10	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.04	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	922	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	9.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	9.5				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	A				*				*				*			

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	85	48	0		0	38	96		75	0	173		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	48	0		0	38	96		75	0	173		0	0	0	
Added Vol:	12	0	0		0	0	2		2	0	9		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	48	0		0	38	98		77	0	182		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:	105	52	0		0	41	107		84	0	198		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	105	52	0		0	41	107		84	0	198		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	148	xxxx	xxxxx		xxxx	xxxx	xxxxx		358	xxxx		95	xxxx	xxxx	xxxxx	
Potent Cap.:	1446	xxxx	xxxxx		xxxx	xxxx	xxxxx		645	xxxx		968	xxxx	xxxx	xxxxx	
Move Cap.:	1446	xxxx	xxxxx		xxxx	xxxx	xxxxx		607	xxxx		968	xxxx	xxxx	xxxxx	
Volume/Cap:	0.07	xxxx	xxxx		xxxx	xxxx	xxxx		0.14	xxxx		0.20	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.5	xxxx		0.8	xxxx	xxxx	xxxxx	
Control Del:	7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.9	xxxx		9.7	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		B	*		A	*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				10.3				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	267		19	50	289		2	2	14		8	38	10		47
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	267		19	50	289		2	2	14		8	38	10		47
Added Vol:	0	23		0	0	29		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	6	290		19	50	318		2	2	14		8	38	10		47
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	7	316		21	55	347		2	2	15		9	41	11		51
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	316		21	55	347		2	2	15		9	41	11		51
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	316		21	55	347		2	2	15		9	41	11		51
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.94		0.06	1.00	0.99		0.01	0.08	0.59		0.33	0.40	0.11		0.49
Final Sat.:	1425	1337		88	1425	1416		9	119	831		475	570	150		705
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24		0.24	0.04	0.24		0.24	0.02	0.02		0.02	0.07	0.07		0.07
Crit Vol:		337				55				2				104		
Crit Moves:		****				****				****				****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	278		4	31	288		0	0	0		0	3	0		21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	278		4	31	288		0	0	0		0	3	0		21
Added Vol:	0	23		0	0	29		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	301		4	31	317		0	0	0		0	3	0		21
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	316		4	33	333		0	0	0		0	3	0		22
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	316		4	33	333		0	0	0		0	3	0		22
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	320	xxxx		xxxxx	xxxx	xxxx		xxxxx	716	xxxx		318
Potent Cap.:	xxxx	xxxx		xxxxx	1251	xxxx		xxxxx	xxxx	xxxx		xxxxx	400	xxxx		727
Move Cap.:	xxxx	xxxx		xxxxx	1251	xxxx		xxxxx	xxxx	xxxx		xxxxx	392	xxxx		727
Volume/Cap:	xxxx	xxxx		xxxx	0.03	xxxx		xxxx	xxxx	xxxx		xxxx	0.01	xxxx		0.03
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	8.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	657		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.1		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.7		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.7			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	159	274	110	19	244	49	54	47	171	110	55	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	274	110	19	244	49	54	47	171	110	55	176
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	278	110	19	248	49	54	47	171	110	55	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	182	318	126	22	284	56	62	54	196	126	63	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	318	126	22	284	56	62	54	196	126	63	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	318	126	22	284	56	62	54	196	126	63	202
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1375	1375	1375	1375	2296	454	1375	1375	1375	1375	327	1048
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.09	0.02	0.12	0.12	0.04	0.04	0.14	0.09	0.19	0.19
Crit Vol:	182					170			196	126		
Crit Moves:	****					****			****	****		

APPENDIX F

EXISTING PLUS APPROVED PROJECTS (BASELINE) PLUS PROJECT LOS WORKSHEETS

Rocklin Crosssings / Rocklin 60
Existing + Approved + 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): 1.040
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	25	289	496	183	404	19	22	153	43	370	71	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	289	496	183	404	19	22	153	43	370	71	99
Added Vol:	0	26	112	0	25	0	0	0	0	130	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	315	608	183	429	19	22	153	43	500	71	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	30	375	725	218	511	23	26	182	51	596	85	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	375	725	218	511	23	26	182	51	596	85	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	30	375	725	218	511	23	26	182	51	656	85	118
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.56	0.44	1.77	0.23	1.00
Final Sat.:	1375	2750	1375	1375	2633	117	1375	2147	603	2436	314	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.53	0.16	0.19	0.19	0.02	0.08	0.08	0.27	0.27	0.09
Crit Vol:			725	218					117	370		
Crit Moves:			****	****					****	****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + 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): 0.559
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	17	12	11	304	7	104	128	713	12	6	528	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	12	11	304	7	104	128	713	12	6	528	567
Added Vol:	0	0	0	52	0	13	9	153	0	0	158	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	12	11	356	7	117	137	866	12	6	686	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	19	13	12	390	8	128	150	949	13	7	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	12	390	8	128	150	949	13	7	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	19	13	12	429	8	128	150	949	13	7	751	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.52	0.48	1.96	0.04	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	717	658	2702	48	1375	1375	2712	38	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.16	0.09	0.11	0.35	0.35	0.00	0.27	0.00
Crit Vol:		25		218			150				376	
Crit Moves:	****			****			****				****	

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
Added Vol:	0	0	0	12	0	23	0	113	91	63	182	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	2	267	0	733	503	402	1044	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	185	2	293	0	804	552	441	1145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	2	293	0	804	552	441	1145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	185	2	293	0	804	552	441	1145	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.21	0.21	0.00	0.28	0.39	0.31	0.40	0.00
Crit Vol:		0			295				552	441		
Crit Moves:					****				****	****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	0 1	1 0
Volume Module:												
Base Vol:	570	2	735	0	0	0	208	569	0	0	631	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2	735	0	0	0	208	569	0	0	631	47
Added Vol:	67	0	48	0	0	0	18	108	0	0	179	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	637	2	783	0	0	0	226	677	0	0	810	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	733	2	901	0	0	0	260	779	0	0	932	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	733	2	901	0	0	0	260	779	0	0	932	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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	806	2	991	0	0	0	260	779	0	0	932	68
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.34	0.01	1.65	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1915	5	2354	0	0	0	1425	2850	0	0	2657	193
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.00	0.00	0.00	0.18	0.27	0.00	0.00	0.35	0.35
Crit Vol:		600			0			260				500
Crit Moves:		****						****				****

Rocklin Crosssings / Rocklin 60
Existing + Approved + 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): 0.461
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	23	68	59		23	16	50		71	318	36		66	292	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	68	59		23	16	50		71	318	36		66	292	61	
Added Vol:	0	1	0		0	1	1		1	9	0		0	8	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	69	59		23	17	51		72	327	36		66	300	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	25	75	64		25	19	56		78	356	39		72	327	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	75	64		25	19	56		78	356	39		72	327	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	
Final Vol.:	25	75	64		25	19	56		78	356	39		72	327	68	
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:	0.15	0.46	0.39		0.25	0.19	0.56		1.00	0.90	0.10		1.00	1.00	1.00	
Final Sat.:	217	651	557		360	266	799		1425	1284	141		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.07	0.07	0.07		0.06	0.28	0.28		0.05	0.23	0.05	
Crit Vol:		164				25				395				72		
Crit Moves:		****				****				****				****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	86	90	0		0	255	47		36	0	70		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	90	0		0	255	47		36	0	70		0	0	0	
Added Vol:	0	13	0		0	11	1		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	103	0		0	266	48		36	0	71		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	94	113	0		0	291	53		39	0	78		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	94	113	0		0	291	53		39	0	78		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	344	xxxx	xxxxx		xxxx	xxxx	xxxxx		562	xxxx	172		xxxx	xxxx	xxxxx	
Potent Cap.:	1226	xxxx	xxxxx		xxxx	xxxx	xxxxx		462	xxxx	848		xxxx	xxxx	xxxxx	
Move Cap.:	1226	xxxx	xxxxx		xxxx	xxxx	xxxxx		434	xxxx	848		xxxx	xxxx	xxxxx	
Volume/Cap:	0.08	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	0.09		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	642	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.7	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.9	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				11.9				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	153	243	142	23	426	167	65	171	67	172	232	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	243	142	23	426	167	65	171	67	172	232	31
Added Vol:	5	21	4	0	12	7	8	1	2	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	264	146	23	438	174	73	172	69	174	233	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	174	290	160	25	481	191	80	189	76	191	256	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	290	160	25	481	191	80	189	76	191	256	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	290	160	25	481	191	80	189	76	191	256	34
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.12	0.02	0.35	0.14	0.06	0.14	0.06	0.14	0.19	0.02
Crit Vol:	174				481			189		191		
Crit Moves:	****				****			****		****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
Added Vol:	0	30	5	0	15	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	41	68	569	0	0	0	58	73	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	438	44	73	608	0	0	0	62	78	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	438	44	73	608	0	0	0	62	78	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	438	44	73	608	0	0	0	62	78	0	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.03	0.05	0.43	0.00	0.00	0.00	0.04	0.05	0.00	0.06
Crit Vol:		438			608				62	78		
Crit Moves:					****				****	****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + 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): 0.652
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	152	368	74	103	476	63	61	25	34	126	30	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	368	74	103	476	63	61	25	34	126	30	41
Added Vol:	15	29	0	0	19	1	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	397	74	103	495	64	68	25	41	126	30	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	184	438	82	114	546	71	75	28	45	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	438	82	114	546	71	75	28	45	139	33	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	184	438	82	114	546	71	75	28	50	139	33	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.06	0.08	0.40	0.05	0.05	0.02	0.02	0.10	0.02	0.03
Crit Vol:	184				546			28		139		
Crit Moves:	****				****			****		****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	0	460	35	0	458	206	0	0	0	375	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	35	0	458	206	0	0	0	375	0	211
Added Vol:	0	39	82	0	27	0	0	0	0	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	499	117	0	485	206	0	0	0	379	0	215
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	566	0	0	551	234	0	0	0	430	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	566	0	0	551	234	0	0	0	430	0	244
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	566	0	0	551	234	0	0	0	473	0	268
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.13	0.16	0.00	0.00	0.00	0.17	0.00	0.09
Crit Vol:	0					234		0		237		
Crit Moves:	****					****				****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	559	0		0	711	122		206	0	115		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	559	0		0	711	122		206	0	115		0	0	0	
Added Vol:	0	132	0		0	21	0		0	0	28		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	691	0		0	732	122		206	0	143		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.00		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	777	0		0	823	0		232	0	161		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	777	0		0	823	0		232	0	161		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	777	0		0	823	0		255	0	161		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00		0.00	0.29	0.00		0.09	0.00	0.11		0.00	0.00	0.00	
Crit Vol:		194				412					161			0		
Crit Moves:						****					****					

Rocklin Crosssings / Rocklin 60
Existing + Approved + 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): 0.225
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	598	0		0	831	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	598	0		0	831	0		0	0	0		0	0	0	
Added Vol:	0	12	9		42	6	0		0	0	0		46	0	25	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	610	9		42	837	0		0	0	0		46	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	642	9		44	881	0		0	0	0		48	0	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	642	9		44	881	0		0	0	0		48	0	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	642	9		44	881	0		0	0	0		53	0	29	
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	2.96	0.04		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4213	62		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.03	0.21	0.00		0.00	0.00	0.00		0.02	0.00	0.01	
Crit Vol:		0				294					0			27		
Crit Moves:	****					****								****		

Rocklin Crosssings / Rocklin 60
Existing + Approved + 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): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	390	463		58	50	432		47	69	114		242	67	173		66
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	390	463		58	50	432		47	69	114		242	67	173		66
Added Vol:	44	6		0	4	17		31	13	9		50	0	9		1
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	434	469		58	54	449		78	82	123		292	67	182		67
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	451	488		60	56	467		81	85	128		304	70	189		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	451	488		60	56	467		81	85	128		304	70	189		70
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	451	488		60	56	467		81	85	128		304	70	189		70
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.78		0.22	1.00	1.70		0.30	1.00	2.00		1.00	1.00	0.73		0.27
Final Sat.:	1375	2447		303	1375	2343		407	1375	2750		1375	1375	1005		370
Capacity Analysis Module:																
Vol/Sat:	0.33	0.20		0.20	0.04	0.20		0.20	0.06	0.05		0.22	0.05	0.19		0.19
Crit Vol:	451					274						304	70			
Crit Moves:	****					****						****	****			

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	6	269		66	457	359		6	14	67		22	45	14		406
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	269		66	457	359		6	14	67		22	45	14		406
Added Vol:	0	3		0	3	1		0	0	0		0	0	0		2
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	6	272		66	460	360		6	14	67		22	45	14		408
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88
PHF Volume:	7	310		75	524	410		7	16	76		25	51	16		465
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	310		75	524	410		7	16	76		25	51	16		465
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	310		75	524	410		7	16	76		25	51	16		465
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.80		0.20	1.00	0.98		0.02	0.14	0.65		0.21	0.76	0.24		1.00
Final Sat.:	1500	1207		293	1500	1475		25	204	976		320	1144	356		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26		0.26	0.35	0.28		0.28	0.08	0.08		0.08	0.04	0.04		0.31
Crit Vol:		385				524				16						465
Crit Moves:		****				****				****						****

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	0 1	0	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	162	433	68		17	233	419		74	33	76		39	80	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	162	433	68		17	233	419		74	33	76		39	80	30	
Added Vol:	1	0	0		0	0	3		2	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	163	433	68		17	233	422		76	33	76		39	80	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.00		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	182	484	76		19	260	0		85	37	85		44	89	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	182	484	76		19	260	0		85	37	85		44	89	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	182	484	76		19	260	0		85	37	85		44	89	34	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.73	0.27		1.00	1.00	1.00		0.70	0.30	1.00		1.00	0.73	0.27	
Final Sat.:	1425	2463	387		1425	1425	1425		994	431	1425		1425	1036	389	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.20		0.01	0.18	0.00		0.09	0.09	0.06		0.03	0.09	0.09	
Crit Vol:	182					260			85						123	
Crit Moves:	****					****			****						****	

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

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

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[16.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	353	50		98	245	0		0	0	0		55	0	312	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	353	50		98	245	0		0	0	0		55	0	312	
Added Vol:	0	1	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	354	50		98	245	0		0	0	0		55	0	312	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	384	54		106	266	0		0	0	0		60	0	339	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	384	54		106	266	0		0	0	0		60	0	339	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		439	xxxx	xxxxx		xxxx	xxxx	xxxxx		863	xxxx	384	
Potent Cap.:	xxxx	xxxx	xxxxx		1132	xxxx	xxxxx		xxxx	xxxx	xxxxx		328	xxxx	668	
Move Cap.:	xxxx	xxxx	xxxxx		1132	xxxx	xxxxx		xxxx	xxxx	xxxxx		303	xxxx	668	
Volume/Cap:	xxxx	xxxx	xxxx		0.09	xxxx	xxxx		xxxx	xxxx	xxxx		0.20	xxxx	0.51	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.7	xxxx	2.9	
Control Del:	xxxxx	xxxx	xxxxx		8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.8	xxxx	15.8	
LOS by Move:	*	*	*		A	*	*		*	*	*		C	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				16.4			
ApproachLOS:	*				*				*				C			

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

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[16.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	0	0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	133	0	155		0	0	0		0	79	124		105	110	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	133	0	155		0	0	0		0	79	124		105	110	0	
Added Vol:	1	0	0		0	0	0		0	2	1		1	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	134	0	155		0	0	0		0	81	125		106	111	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	150	0	174		0	0	0		0	91	140		119	125	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	150	0	174		0	0	0		0	91	140		119	125	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	524	xxxx	161	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				231	xxxx	xxxxx	
Potent Cap.:	517	xxxx	889	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1348	xxxx	xxxxx	
Move Cap.:	480	xxxx	889	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1348	xxxx	xxxxx	
Volume/Cap:	0.31	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				7.9	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT	
Shared Cap.:	xxxx	637	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				7.9	xxxx	xxxxx	
Shared LOS:	*	C	*	*	*	*	*	*	*				A	*	*	
ApproachDel:	16.4			xxxxxx			xxxxxx						xxxxxx			
ApproachLOS:	C			*			*						*			

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

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C[15.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	240	55	0		0	72	98		83	0	87		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	55	0		0	72	98		83	0	87		0	0	0	
Added Vol:	8	0	0		0	0	2		1	0	12		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	248	55	0		0	72	100		84	0	99		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	289	64	0		0	84	117		98	0	115		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	289	64	0		0	84	117		98	0	115		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx			6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx			3.3	xxxxx	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	200	xxxx	xxxxx	xxxx	xxxx	xxxxx			784	xxxx			142	xxxx	xxxx	xxxxx
Potent Cap.:	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx			365	xxxx			911	xxxx	xxxx	xxxxx
Move Cap.:	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx			295	xxxx			911	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx			0.33	xxxx			0.13	xxxx	xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx			1.4	xxxx			0.4	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			23.2	xxxx			9.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*			C	*			A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*			*	*	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					15.8				xxxxxx			
ApproachLOS:	*			*					C				*			

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

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	190		18	100	425		17	3	16		4	41	11		65
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	190		18	100	425		17	3	16		4	41	11		65
Added Vol:	0	24		0	0	19		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	214		18	100	444		17	3	16		4	41	11		65
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	2	236		20	110	490		19	3	18		4	45	12		72
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	236		20	110	490		19	3	18		4	45	12		72
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	236		20	110	490		19	3	18		4	45	12		72
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.92		0.08	1.00	0.96		0.04	0.13	0.70		0.17	0.35	0.09		0.56
Final Sat.:	1425	1314		111	1425	1372		53	186	991		248	499	134		792
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18		0.18	0.08	0.36		0.36	0.02	0.02		0.02	0.09	0.09		0.09
Crit Vol:	2				508				3							129
Crit Moves:	****				****				****							****

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	257		1	71	518		0	0	0		0	4	0		37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	257		1	71	518		0	0	0		0	4	0		37
Added Vol:	0	24		0	0	19		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	281		1	71	537		0	0	0		0	4	0		37
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	297		1	75	568		0	0	0		0	4	0		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	297		1	75	568		0	0	0		0	4	0		39
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	298	xxxx		xxxxx	xxxx	xxxx		xxxxx	1016	xxxx		298
Potent Cap.:	xxxx	xxxx		xxxxx	1274	xxxx		xxxxx	xxxx	xxxx		xxxxx	266	xxxx		746
Move Cap.:	xxxx	xxxx		xxxxx	1274	xxxx		xxxxx	xxxx	xxxx		xxxxx	254	xxxx		746
Volume/Cap:	xxxx	xxxx		xxxx	0.06	xxxx		xxxx	xxxx	xxxx		xxxx	0.02	xxxx		0.05
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	8.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	628		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	11.2		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.2			
ApproachLOS:	*				*				*				B			

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

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	229	376	67		60	323	0		211	96	242		103	102	119	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	229	376	67		60	323	0		211	96	242		103	102	119	
Added Vol:	0	5	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	229	381	67		60	327	0		211	96	242		103	102	119	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	276	458	81		72	394	0		254	116	291		124	123	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	276	458	81		72	394	0		254	116	291		124	123	143	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	276	458	81		72	394	0		254	116	291		124	123	143	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.46	0.54	
Final Sat.:	1375	1375	1375		1375	2750	0		1375	1375	1375		1375	635	740	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.33	0.06		0.05	0.14	0.00		0.18	0.08	0.21		0.09	0.19	0.19	
Crit Vol:		458				72				254				266		
Crit Moves:		****				****				****				****		

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 1.176
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	41	443	509	122	514	21	34	113	23	595	148	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	443	509	122	514	21	34	113	23	595	148	221
Added Vol:	0	74	277	0	74	0	0	0	0	262	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	517	786	122	588	21	34	113	23	857	148	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	44	549	835	130	625	22	36	120	24	911	157	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	549	835	130	625	22	36	120	24	911	157	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	44	549	835	130	625	22	36	120	24	1002	157	235
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.66	0.34	1.73	0.27	1.00
Final Sat.:	1375	2750	1375	1375	2655	95	1375	2285	465	2377	373	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.61	0.09	0.24	0.24	0.03	0.05	0.05	0.42	0.42	0.17
Crit Vol:			835	130					72		580	
Crit Moves:			****	****					****		****	

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 0.929
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	23	14	35	489	16	357	233	676	23	40	745	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	14	35	489	16	357	233	676	23	40	745	586
Added Vol:	0	0	0	91	0	13	26	329	0	0	294	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	14	35	580	16	370	259	1005	23	40	1039	681
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	25	15	37	619	17	395	276	1073	25	43	1109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	37	619	17	395	276	1073	25	43	1109	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	25	15	37	681	17	395	276	1073	25	43	1109	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.95	0.05	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	393	982	2683	67	1375	1375	2688	62	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.25	0.25	0.29	0.20	0.40	0.40	0.03	0.40	0.00
Crit Vol:				52		395	276				554	
Crit Moves:				****		****	****				****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	52	2	258	0	686	516	503	1102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	2	258	0	686	516	503	1102	0
Added Vol:	0	0	0	26	0	41	0	273	147	94	348	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	2	299	0	959	663	597	1450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	84	2	322	0	1032	714	643	1561	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	2	322	0	1032	714	643	1561	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	84	2	322	0	1032	714	643	1561	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	9	1416	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.23	0.23	0.00	0.36	0.50	0.45	0.55	0.00
Crit Vol:		0				324			714	643		
Crit Moves:						****			****	****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.096
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	1 1	0
Volume Module:												
Base Vol:	548	1	602	0	0	0	211	527	0	0	1057	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1	602	0	0	0	211	527	0	0	1057	119
Added Vol:	149	0	117	0	0	0	47	252	0	0	294	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	697	1	719	0	0	0	258	779	0	0	1351	145
User Adj:	1.00	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:	713	1	736	0	0	0	264	797	0	0	1383	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	713	1	736	0	0	0	264	797	0	0	1383	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	785	1	810	0	0	0	264	797	0	0	1383	148
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.47	0.01	1.52	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	2103	3	2169	0	0	0	1425	2850	0	0	2574	276
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.19	0.28	0.00	0.00	0.54	0.54
Crit Vol:		532				0		264				766
Crit Moves:		****						****				****

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 0.548
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	25		19		46		38		46		129		27		401		20		28		460		18	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	25		19		46		38		46		129		27		401		20		28		460		18	
Added Vol:	0		1		0		1		2		3		3		22		0		0		21		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	25		20		46		39		48		132		30		423		20		28		481		18	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.97		0.97		0.97		0.97		0.97		0.97		0.97		0.97		0.97		0.97		0.97		0.97	
PHF Volume:	26		21		48		40		50		137		31		437		21		29		497		19	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	26		21		48		40		50		137		31		437		21		29		497		19	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	26		21		48		40		50		137		31		437		21		29		497		19	
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:	0.27	0.22		0.51			0.18	0.22		0.60			1.00	0.95		0.05			1.00	1.00		1.00		
Final Sat.:	391	313		720			254	312		859			1425	1361		64			1425	1425		1425		
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.07		0.07			0.16	0.16		0.16			0.02	0.32		0.32			0.02	0.35		0.01		
Crit Vol:	26						226						31						497					
Crit Moves:	****						****						****						****					

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	30		293		0		0		197		24		60		0		63		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30		293		0		0		197		24		60		0		63		0		0		0	
Added Vol:	1		21		0		0		14		0		1		0		1		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	31		314		0		0		211		24		61		0		64		0		0		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	35		358		0		0		240		27		69		0		73		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	35		358		0		0		240		27		69		0		73		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx		xxxxx		xxxx	xxxxx					6.8	xxxx			6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx		xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	268	xxxx	xxxxx		xxxx		xxxx	xxxxx					503	xxxx			134		xxxx	xxxx	xxxxx			
Potent Cap.:	1308	xxxx	xxxxx		xxxx		xxxx	xxxxx					503	xxxx			897		xxxx	xxxx	xxxxx			
Move Cap.:	1308	xxxx	xxxxx		xxxx		xxxx	xxxxx					492	xxxx			897		xxxx	xxxx	xxxxx			
Volume/Cap:	0.03	xxxx	xxxx		xxxx		xxxx	xxxx					0.14	xxxx			0.08		xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx		xxxx		xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	7.8	xxxx	xxxxx		xxxx		xxxx	xxxxx					xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
LOS by Move:	A	*		*			*	*		*			*	*		*			*	*		*		
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	640	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.8	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	12.2	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			*	B		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						12.2						xxxxxx					
ApproachLOS:	*						*						B						*					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	551	253	26	341	109	152	305	97	207	266	36
Added Vol:	4	30	3	0	30	16	17	4	6	5	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	581	256	26	371	125	169	309	103	212	270	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	137	641	282	29	409	138	186	341	114	234	298	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	641	282	29	409	138	186	341	114	234	298	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	641	282	29	409	138	186	341	114	234	298	40
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.21	0.02	0.30	0.10	0.14	0.25	0.08	0.17	0.22	0.03
Crit Vol:		641		29				341		234		
Crit Moves:		****		****				****		****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 0	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
Added Vol:	0	37	12	1	41	0	0	0	0	14	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	604	111	85	555	0	0	0	87	89	0	93
User Adj:	1.00	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	640	118	90	588	0	0	0	92	94	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	118	90	588	0	0	0	92	94	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	640	118	90	588	0	0	0	92	94	0	99
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.08	0.06	0.41	0.00	0.00	0.00	0.06	0.07	0.00	0.07
Crit Vol:		640		90					92	94		
Crit Moves:		****		****					****	****		

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	96	526	72		70	504	67		131	32	178		112	20	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	96	526	72		70	504	67		131	32	178		112	20	35	
Added Vol:	13	41	0		0	51	4		8	0	18		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	109	567	72		70	555	71		139	32	196		112	20	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	119	620	79		77	607	78		152	35	214		123	22	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	620	79		77	607	78		152	35	214		123	22	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	119	620	79		77	607	78		152	35	236		123	22	38	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.45	0.06		0.06	0.44	0.06		0.11	0.03	0.09		0.09	0.02	0.03	
Crit Vol:	119					607					118		123			
Crit Moves:	****					****					****		****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	0	560	38		0	576	213		0	0	0		320	0	159	
Growth Adj:	1.00	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	560	38		0	576	213		0	0	0		320	0	159	
Added Vol:	0	34	54		0	69	0		0	0	0		13	0	20	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	594	92		0	645	213		0	0	0		333	0	179	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.00		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	647	0		0	703	232		0	0	0		363	0	195	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	647	0		0	703	232		0	0	0		363	0	195	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.10	
Final Vol.:	0	647	0		0	703	232		0	0	0		399	0	214	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		2.00	0.00	2.00	
Final Sat.:	1425	4275	1425		0	4275	1425		1425	0	2850		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.00		0.00	0.16	0.16		0.00	0.00	0.00		0.14	0.00	0.08	
Crit Vol:	0					234					0		200			
Crit Moves:	****					****							****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 4	0	1	2	0 2	0	1	2	0 2	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	721	0		0	672	224		211	0	31		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	721	0		0	672	224		211	0	31		0	0	0	
Added Vol:	0	96	0		0	64	0		0	0	93		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	817	0		0	736	224		211	0	124		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.00		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	908	0		0	818	0		234	0	138		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	908	0		0	818	0		234	0	138		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	908	0		0	818	0		258	0	138		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.00	0.29	0.00		0.09	0.00	0.10		0.00	0.00	0.00	
Crit Vol:		227				409					138			0		
Crit Moves:						****					****					

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 0.332
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 3	0	0	0	0 0	0	0	2	0 0	0	2
Volume Module:																
Base Vol:	0	805	0		0	691	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	805	0		0	691	0		0	0	0		0	0	0	
Added Vol:	0	34	30		143	13	0		0	0	0		31	0	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	839	30		143	704	0		0	0	0		31	0	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	883	32		151	741	0		0	0	0		33	0	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	883	32		151	741	0		0	0	0		33	0	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	883	32		151	741	0		0	0	0		36	0	20	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.90	0.10		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4127	148		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.11	0.17	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Vol:			305		151						0			18		
Crit Moves:			****		****									****		

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 0.966
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0 1		1	0 0	1	0
Volume Module:																
Base Vol:	298	604	52		67	505	78		171	235	404		30	139	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	298	604	52		67	505	78		171	235	404		30	139	30	
Added Vol:	104	19	0		3	11	28		39	19	101		0	20	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	402	623	52		70	516	106		210	254	505		30	159	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	428	663	55		74	549	113		223	270	537		32	169	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	428	663	55		74	549	113		223	270	537		32	169	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	428	663	55		74	549	113		223	270	537		32	169	37	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.85	0.15		1.00	1.66	0.34		1.00	2.00	1.00		1.00	0.82	0.18	
Final Sat.:	1375	2538	212		1375	2281	469		1375	2750	1375		1375	1127	248	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.26	0.26		0.05	0.24	0.24		0.16	0.10	0.39		0.02	0.15	0.15	
Crit Vol:	428					331					537		32			
Crit Moves:	****					****					****		****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0		0	1	0	1
Volume Module:																
Base Vol:	8	476	104		409	409	10		7	12	8		77	13	572	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	476	104		409	409	10		7	12	8		77	13	572	
Added Vol:	0	3	0		7	4	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	479	104		416	413	10		7	12	8		77	13	580	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	8	503	109		437	434	11		7	13	8		81	14	609	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	503	109		437	434	11		7	13	8		81	14	609	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	503	109		437	434	11		7	13	8		81	14	609	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.82	0.18		1.00	0.98	0.02		0.26	0.44	0.30		0.86	0.14	1.00	
Final Sat.:	1500	1232	268		1500	1465	35		389	667	444		1283	217	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.29	0.30	0.30		0.02	0.02	0.02		0.06	0.06	0.41	
Crit Vol:			612		437				7						609	
Crit Moves:			****		****				****						****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	88	373	177	48	202	387	75	46	67	140	50	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	373	177	48	202	387	75	46	67	140	50	72
Added Vol:	2	0	0	0	0	7	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	373	177	48	202	394	83	46	67	140	50	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	389	185	50	211	0	87	48	70	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	389	185	50	211	0	87	48	70	146	52	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	389	185	50	211	0	87	48	70	146	52	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.64	0.36	1.00	1.00	0.41	0.59
Final Sat.:	1425	1933	917	1425	1425	1425	917	508	1425	1425	584	841
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.04	0.15	0.00	0.09	0.09	0.05	0.10	0.09	0.09
Crit Vol:		287		50				135		146		
Crit Moves:		****		****				****		****		

Rocklin Crossings / Rocklin 60
Existing + Approved + 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): 6.1 Worst Case Level Of Service: C[16.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	353	50	98	245	0	0	0	0	55	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	50	98	245	0	0	0	0	55	0	312
Added Vol:	0	2	0	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	50	98	245	0	0	0	0	57	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	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	378	53	104	261	0	0	0	0	61	0	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	378	53	104	261	0	0	0	0	61	0	333
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	xxxx	378
Potent Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	673
Move Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	xxxx	673
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.49
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	2.8
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.5	xxxx	15.5
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.1		
ApproachLOS:	*			*			*			C		

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C[15.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	143	0	72		0	0	0		64	150			114	57	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	
Initial Bse:	143	0	72		0	0	0		64	150			114	57	0	
Added Vol:	2	0	1		0	0	0		2	2			1	3	0	
PasserByVol:	0	0	0		0	0	0		0	0			0	0	0	
Initial Fut:	145	0	73		0	0	0		66	152			115	60	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90			0.90	0.90	0.90	
PHF Volume:	161	0	81		0	0	0		73	169			128	67	0	
Reduct Vol:	0	0	0		0	0	0		0	0			0	0	0	
Final Vol.:	161	0	81		0	0	0		73	169			128	67	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		xxxx	xxxxx			4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		xxxx	xxxxx			2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	481	xxxx		158	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		243	xxxx	xxxxx	
Potent Cap.:	548	xxxx		893	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1335	xxxx	xxxxx	
Move Cap.:	504	xxxx		893	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1335	xxxx	xxxxx	
Volume/Cap:	0.32	xxxx		0.09	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.10	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	590	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	2.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	15.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
Shared LOS:	*	C	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	15.3				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[11.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	153	68	0		0	43	55		61	0	242		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	68	0		0	43	55		61	0	242		0	0	0	
Added Vol:	20	0	0		0	0	4		4	0	18		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	173	68	0		0	43	59		65	0	260		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86	0.86	
PHF Volume:	200	79	0		0	50	68		75	0	301		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	200	79	0		0	50	68		75	0	301		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	118	xxxx	xxxxx		xxxx	xxxx	xxxxx		563	xxxx		84	xxxx	xxxx	xxxxx	
Potent Cap.:	1483	xxxx	xxxxx		xxxx	xxxx	xxxxx		491	xxxx		981	xxxx	xxxx	xxxxx	
Move Cap.:	1483	xxxx	xxxxx		xxxx	xxxx	xxxxx		434	xxxx		981	xxxx	xxxx	xxxxx	
Volume/Cap:	0.14	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx		0.31	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx		1.3	xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		15.0	xxxx		10.3	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		C	*		B	*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				11.2				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	487		39	63	298		3	21	14		4	15	4		88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	487		39	63	298		3	21	14		4	15	4		88
Added Vol:	0	42		0	0	47		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	2	529		39	63	345		3	21	14		4	15	4		88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	2	552		41	66	360		3	22	15		4	16	4		92
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	2	552		41	66	360		3	22	15		4	16	4		92
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	2	552		41	66	360		3	22	15		4	16	4		92
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.93		0.07	1.00	0.99		0.01	0.54	0.36		0.10	0.14	0.04		0.82
Final Sat.:	1425	1327		98	1425	1413		12	767	512		146	200	53		1172
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42		0.42	0.05	0.25		0.25	0.03	0.03		0.03	0.08	0.08		0.08
Crit Vol:				593	66				22					112		
Crit Moves:				****	****				****					****		

Rocklin Crossings / Rocklin 60
Existing + Approved + 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[14.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	559		4	47	314		0	0	0		0	3	0		57
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	559		4	47	314		0	0	0		0	3	0		57
Added Vol:	0	42		0	0	47		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	601		4	47	361		0	0	0		0	3	0		57
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96
PHF Volume:	0	628		4	49	377		0	0	0		0	3	0		60
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	628		4	49	377		0	0	0		0	3	0		60
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	632	xxxx		xxxxx	xxxx	xxxx		xxxxx	1106	xxxx		630
Potent Cap.:	xxxx	xxxx		xxxxx	960	xxxx		xxxxx	xxxx	xxxx		xxxxx	235	xxxx		485
Move Cap.:	xxxx	xxxx		xxxxx	960	xxxx		xxxxx	xxxx	xxxx		xxxxx	226	xxxx		485
Volume/Cap:	xxxx	xxxx		xxxx	0.05	xxxx		xxxx	xxxx	xxxx		xxxx	0.01	xxxx		0.12
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	9.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	459		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.5		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	14.1		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				14.1			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	362	282	114		28	239	0		67	91	317		95	83	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	362	282	114		28	239	0		67	91	317		95	83	32	
Added Vol:	0	10	0		0	11	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	362	292	114		28	250	0		67	91	317		95	83	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	402	324	127		31	278	0		74	101	352		106	92	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	402	324	127		31	278	0		74	101	352		106	92	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	402	324	127		31	278	0		74	101	352		106	92	36	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.72	0.28	
Final Sat.:	1375	1375	1375		1375	2750	0		1375	1375	1375		1375	992	383	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.24	0.09		0.02	0.10	0.00		0.05	0.07	0.26		0.08	0.09	0.09	
Crit Vol:	402					139					352		106			
Crit Moves:	****					****					****		****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project 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):	0.735
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	15	276	397	110	304	16	22	56	22	304	48	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	276	397	110	304	16	22	56	22	304	48	114
Added Vol:	0	40	167	0	48	0	0	0	0	167	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	316	564	110	352	16	22	56	22	471	48	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	320	572	112	357	16	22	57	22	478	49	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	320	572	112	357	16	22	57	22	478	49	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	320	572	112	357	16	22	57	22	525	49	116
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.44	0.56	1.83	0.17	1.00
Final Sat.:	1375	2750	1375	1375	2630	120	1375	1974	776	2517	233	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.42	0.08	0.14	0.14	0.02	0.03	0.03	0.21	0.21	0.08
Crit Vol:			572	112					40		287	
Crit Moves:			****	****					****		****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project 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):	0.657
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	16	29	448	22	129	212	378	11	35	380	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	29	448	22	129	212	378	11	35	380	295
Added Vol:	0	0	0	38	0	4	5	191	0	0	244	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	29	486	22	133	217	569	11	35	624	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	34	17	31	515	23	141	230	603	12	37	661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	515	23	141	230	603	12	37	661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	17	31	566	23	141	230	603	12	37	661	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	489	886	2641	109	1375	1375	2698	52	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.21	0.21	0.10	0.17	0.22	0.22	0.03	0.24	0.00
Crit Vol:		48			295		230				331	
Crit Moves:		****			****		****				****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	301	1	357	0	645	72	145	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	1	357	0	645	72	145	379	0
Added Vol:	0	0	0	12	0	33	0	147	83	48	247	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	313	1	390	0	792	155	193	626	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	334	1	416	0	845	165	206	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	1	416	0	845	165	206	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	334	1	416	0	845	165	206	668	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	4	1421	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.29	0.29	0.00	0.30	0.12	0.14	0.23	0.00
Crit Vol:		0				417		423		206		
Crit Moves:						****		****		****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	0 1	1 0
Volume Module:												
Base Vol:	26	0	114	0	0	0	203	757	0	0	498	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	114	0	0	0	203	757	0	0	498	261
Added Vol:	122	0	54	0	0	0	28	131	0	0	173	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	168	0	0	0	231	888	0	0	671	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	0	186	0	0	0	256	983	0	0	743	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	0	186	0	0	0	256	983	0	0	743	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	0	205	0	0	0	256	983	0	0	743	302
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.41	0.00	1.59	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.42	0.58
Final Sat.:	2002	0	2273	0	0	0	1425	2850	0	0	2026	824
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.18	0.35	0.00	0.00	0.37	0.37
Crit Vol:			128			0	256				523	
Crit Moves:			****				****				****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project 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): 0.279
Loss Time (sec): 8 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	5	9	7		5	10	20		13	286	8		15	245	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	9	7		5	10	20		13	286	8		15	245	5	
Added Vol:	0	1	0		0	1	2		1	13	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	10	7		5	11	22		14	299	8		15	263	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	5	11	8		5	12	24		15	326	9		16	286	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	11	8		5	12	24		15	326	9		16	286	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	11	8		5	12	24		15	326	9		16	286	5	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.23	0.45	0.32		0.13	0.29	0.58		1.00	0.97	0.03		1.00	1.00	1.00	
Final Sat.:	324	648	453		187	413	825		1425	1388	37		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.03	0.03	0.03		0.01	0.23	0.23		0.01	0.20	0.00	
Crit Vol:	5						41				334		16			
Crit Moves:	****						****				****		****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	8	164	0		0	243	10		9	0	19		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	164	0		0	243	10		9	0	19		0	0	0	
Added Vol:	1	12	0		0	8	0		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	176	0		0	251	10		9	0	20		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	10	194	0		0	277	11		10	0	22		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	10	194	0		0	277	11		10	0	22		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	288	xxxx	xxxxx		xxxx	xxxx	xxxxx		400	xxxx	144		xxxx	xxxx	xxxxx	
Potent Cap.:	1285	xxxx	xxxxx		xxxx	xxxx	xxxxx		584	xxxx	884		xxxx	xxxx	xxxxx	
Move Cap.:	1285	xxxx	xxxxx		xxxx	xxxx	xxxxx		580	xxxx	884		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.02	xxxx	0.02		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	760	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	9.9	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	A	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				9.9				xxxxxx			
ApproachLOS:	*				*				A				*			

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	28	324	69		29	267	60		25	220	28		83	202	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	324	69		29	267	60		25	220	28		83	202	24	
Added Vol:	4	17	3		0	16	15		11	2	5		4	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	341	72		29	283	75		36	222	33		87	204	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	34	363	77		31	301	80		38	236	35		93	217	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	363	77		31	301	80		38	236	35		93	217	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	34	363	77		31	301	80		38	236	35		93	217	26	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.26	0.06		0.02	0.22	0.06		0.03	0.17	0.03		0.07	0.16	0.02	
Crit Vol:		363				31				236				93		
Crit Moves:		****				****				****				****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	1	1	0 0	1	0	0	0 0	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	383	11		31	374	0		0	0	14		43	0	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	383	11		31	374	0		0	0	14		43	0	35	
Added Vol:	0	24	7		0	25	0		0	0	0		9	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	407	18		31	399	0		0	0	14		52	0	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	420	19		32	412	0		0	0	14		54	0	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	420	19		32	412	0		0	0	14		54	0	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	420	19		32	412	0		0	0	14		54	0	36	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	1425	1425		1425	1425	0		0	0	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.01		0.02	0.29	0.00		0.00	0.00	0.01		0.04	0.00	0.03	
Crit Vol:		420				32					14		54			
Crit Moves:		****				****					****		****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project 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): 0.501
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	146	298	94	56	278	98	107	19	78	119	18	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	298	94	56	278	98	107	19	78	119	18	25
Added Vol:	11	28	0	0	33	1	3	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	326	94	56	311	99	110	19	91	119	18	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	170	352	102	61	336	107	119	21	98	129	19	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	352	102	61	336	107	119	21	98	129	19	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	170	352	102	61	336	107	119	21	108	129	19	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.07	0.04	0.24	0.08	0.09	0.01	0.04	0.09	0.01	0.02
Crit Vol:	170				336				54	129		
Crit Moves:	****				****				****	****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	0	489	69	0	323	113	0	0	0	162	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	489	69	0	323	113	0	0	0	162	0	28
Added Vol:	0	32	62	0	46	0	0	0	0	10	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	521	131	0	369	113	0	0	0	172	0	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	593	0	0	420	129	0	0	0	196	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	593	0	0	420	129	0	0	0	196	0	40
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	593	0	0	420	129	0	0	0	215	0	44
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.10	0.09	0.00	0.00	0.00	0.08	0.00	0.02
Crit Vol:		198			140				0	108		
Crit Moves:		****								****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	462	0		0	407	78		247	0	192		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	462	0		0	407	78		247	0	192		0	0	0	
Added Vol:	0	103	0		0	48	0		0	0	74		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	565	0		0	455	78		247	0	266		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.00		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	0	675	0		0	544	0		295	0	318		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	675	0		0	544	0		295	0	318		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	675	0		0	544	0		325	0	318		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.00		0.00	0.19	0.00		0.11	0.00	0.22		0.00	0.00	0.00	
Crit Vol:		169				272					318			0		
Crit Moves:						****					****					

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	441	0		0	599	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	441	0		0	599	0		0	0	0		0	0	0	
Added Vol:	0	24	24		113	7	0		0	0	0		35	0	19	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	465	24		113	606	0		0	0	0		35	0	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	489	25		119	638	0		0	0	0		37	0	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	489	25		119	638	0		0	0	0		37	0	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	489	25		119	638	0		0	0	0		41	0	22	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.85	0.15		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4065	210		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.08	0.15	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Vol:		172				119					0			20		
Crit Moves:		****				****								****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project 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): 0.638
Loss Time (sec): 8 (Y+R=4.0 sec) 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
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	203	376		34	39	328		68	84	152		188	44	167		25
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	203	376		34	39	328		68	84	152		188	44	167		25
Added Vol:	72	16		0	3	13		25	28	10		58	0	12		4
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	275	392		34	42	341		93	112	162		246	44	179		29
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93
PHF Volume:	297	423		37	45	368		100	121	175		266	48	193		31
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	297	423		37	45	368		100	121	175		266	48	193		31
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	297	423		37	45	368		100	121	175		266	48	193		31
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	1.84		0.16	1.00	1.57		0.43	1.00	2.00		1.00	1.00	0.86		0.14
Final Sat.:	1375	2531		219	1375	2161		589	1375	2750		1375	1375	1183		192
Capacity Analysis Module:																
Vol/Sat:	0.22	0.17		0.17	0.03	0.17		0.17	0.09	0.06		0.19	0.03	0.16		0.16
Crit Vol:	297				234				121							225
Crit Moves:	****				****				****							****

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	14	333		99	300	312		6	6	16		8	102	12		273
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	14	333		99	300	312		6	6	16		8	102	12		273
Added Vol:	0	3		0	4	3		0	0	0		0	0	0		4
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	14	336		99	304	315		6	6	16		8	102	12		277
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98
PHF Volume:	14	343		101	311	322		6	6	16		8	104	12		283
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	14	343		101	311	322		6	6	16		8	104	12		283
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	14	343		101	311	322		6	6	16		8	104	12		283
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.77		0.23	1.00	0.98		0.02	0.20	0.53		0.27	0.89	0.11		1.00
Final Sat.:	1500	1159		341	1500	1472		28	300	800		400	1342	158		1500
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30		0.30	0.21	0.22		0.22	0.02	0.02		0.02	0.08	0.08		0.19
Crit Vol:		444			311				6							283
Crit Moves:		****			****				****							****

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
Added Vol:	1	0	0	0	0	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	288	80	40	172	206	52	43	39	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	108	300	83	42	179	0	54	45	41	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	300	83	42	179	0	54	45	41	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	300	83	42	179	0	54	45	41	130	60	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	0.55	0.45	1.00	1.00	0.49	0.51
Final Sat.:	1425	2230	620	1425	1425	1425	780	645	1425	1425	700	725
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.03	0.13	0.00	0.07	0.07	0.03	0.09	0.09	0.09
Crit Vol:	108				179			99		130		
Crit Moves:	****				****			****		****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[12.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	257	45	88	256	0	0	0	0	46	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	45	88	256	0	0	0	0	46	0	206
Added Vol:	0	1	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	258	45	88	256	0	0	0	0	47	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	264	46	90	262	0	0	0	0	48	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	264	46	90	262	0	0	0	0	48	0	211
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	xxxx	264
Potent Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	779
Move Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	779
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	0.27
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.8	xxxx	11.3
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	0 0	0	0	0	0 0	0 1	0	0	1 0	0	0
Volume Module:																
Base Vol:	22	0	90	0	0	0	0	52	21	60	56	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	0	90	0	0	0	0	52	21	60	56	0				
Added Vol:	1	0	1	0	0	0	0	2	1	1	2	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	23	0	91	0	0	0	0	54	22	61	58	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:	25	0	99	0	0	0	0	59	24	66	63	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	25	0	99	0	0	0	0	59	24	66	63	0				
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	267	xxxx		71	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		83	xxxx	xxxxx		
Potent Cap.:	727	xxxx		997	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1527	xxxx	xxxxx		
Move Cap.:	702	xxxx		997	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1527	xxxx	xxxxx		
Volume/Cap:	0.04	xxxx		0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.04	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	919	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*		A	*	*			
ApproachDel:	9.5			xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:	A			*			*				*					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 0	0	1	0	1 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	85	48	0	0	38	96	75	0	173	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	85	48	0	0	38	96	75	0	173	0	0	0				
Added Vol:	14	0	0	0	0	3	2	0	11	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	99	48	0	0	38	99	77	0	184	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:	108	52	0	0	41	108	84	0	200	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	108	52	0	0	41	108	84	0	200	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	149	xxxx	xxxxx	xxxx	xxxx	xxxxx	363	xxxx		95	xxxx	xxxx	xxxxx			
Potent Cap.:	1445	xxxx	xxxxx	xxxx	xxxx	xxxxx	641	xxxx		967	xxxx	xxxx	xxxxx			
Move Cap.:	1445	xxxx	xxxxx	xxxx	xxxx	xxxxx	602	xxxx		967	xxxx	xxxx	xxxxx			
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx		0.21	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx		0.8	xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.9	xxxx		9.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*		A	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	*		*	*	*			
ApproachDel:	xxxxxx			xxxxxx			10.4				xxxxxx					
ApproachLOS:	*			*			B				*					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	267		19	50	289		2	2	14		8	38	10		47
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	267		19	50	289		2	2	14		8	38	10		47
Added Vol:	0	25		0	0	32		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	6	292		19	50	321		2	2	14		8	38	10		47
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	7	318		21	55	350		2	2	15		9	41	11		51
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	318		21	55	350		2	2	15		9	41	11		51
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	7	318		21	55	350		2	2	15		9	41	11		51
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.94		0.06	1.00	0.99		0.01	0.08	0.59		0.33	0.40	0.11		0.49
Final Sat.:	1425	1338		87	1425	1416		9	119	831		475	570	150		705
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24		0.24	0.04	0.25		0.25	0.02	0.02		0.02	0.07	0.07		0.07
Crit Vol:		339				55				2				104		
Crit Moves:		****				****				****				****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	278		4	31	288		0	0	0		0	3	0		21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	278		4	31	288		0	0	0		0	3	0		21
Added Vol:	0	25		0	0	32		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	303		4	31	320		0	0	0		0	3	0		21
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	318		4	33	336		0	0	0		0	3	0		22
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	318		4	33	336		0	0	0		0	3	0		22
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	322	xxxx		xxxxx	xxxx	xxxx		xxxxx	721	xxxx		320
Potent Cap.:	xxxx	xxxx		xxxxx	1249	xxxx		xxxxx	xxxx	xxxx		xxxxx	397	xxxx		725
Move Cap.:	xxxx	xxxx		xxxxx	1249	xxxx		xxxxx	xxxx	xxxx		xxxxx	389	xxxx		725
Volume/Cap:	xxxx	xxxx		xxxx	0.03	xxxx		xxxx	xxxx	xxxx		xxxx	0.01	xxxx		0.03
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	8.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	655		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.1		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	10.7		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.7			
ApproachLOS:	*				*				*				B			

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	159	274	110	19	244	49	54	47	171	110	55	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	274	110	19	244	49	54	47	171	110	55	176
Added Vol:	0	6	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	280	110	19	251	49	54	47	171	110	55	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	182	321	126	22	288	56	62	54	196	126	63	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	321	126	22	288	56	62	54	196	126	63	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	321	126	22	288	56	62	54	196	126	63	202
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1375	1375	1375	1375	2301	449	1375	1375	1375	1375	327	1048
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.09	0.02	0.12	0.12	0.04	0.04	0.14	0.09	0.19	0.19
Crit Vol:	182					172			196	126		
Crit Moves:	****					****			****	****		

APPENDIX G

YEAR 2025 NO PROJECT (WITHOUT DOMINGUEZ ROAD) TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Blue Areas = Input areas

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

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

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	535	663	409	147	281	315	776	381
2	342	1,750	0	1,057	620	1,142	0	1,387
3	582	1,946	0	1,142	0	1,074	847	1,750
4	0	1,630	1,143	1,074	388	1,512	0	1,946
5	187	860	196	322	409	247	137	772
6	293	0	281	88	114	0	308	239
7	1,350	747	1,159	235	667	377	1,534	913
8	1,534	634	953	0	1,159	267	1,696	0
9	1,661	0	1,102	91	1,012	0	1,411	431
10	1,411	940	1,232	50	1,102	120	2,248	162
11	1,687	144	1,365	647	1,795	408	1,626	12
12	1,626	203	1,281	0	1,258	192	1,659	0
13	1,642	982	1,086	1,060	1,305	393	1,337	1,735
14	1,035	480	308	0	659	508	656	0
15	541	0	427	375	548	0	259	536
16	259	447	355	0	427	173	461	0
17	0	614	196	134	0	201	203	539
18	414	0	680	378	164	0	435	873
19	1,056	437	550	19	959	185	769	149
20	1,069	404	578	0	746	207	1,099	0
21	703	672	387	386	350	272	956	566
22								

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

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

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	382	352	952	381	673	481	750	162
2	1,071	1,343	0	1,648	666	2,236	0	1,160
3	501	1,432	0	2,236	0	1,480	1,347	1,343
4	0	1,148	886	1,480	509	1572	0	1,432
5	511	487	198	971	227	1114	306	521
6	336	0	494	345	460	0	570	144
7	995	583	1,846	1,147	1,593	924	1,596	458
8	1596	486	1870	0	1846	734	1373	0
9	1457	0	1496	601	1840	0	1392	322
10	1392	724	1868	295	1496	331	2289	162
11	1767	705	1884	774	2846	665	1503	115
12	1503	578	1915	0	1892	340	1764	0
13	1811	582	1753	1285	1920	1148	1589	774
14	850	365	823	0	1147	422	469	0
15	511	0	611	240	442	0	383	538
16	383	494	533	0	611	222	576	0
17	0	374	201	560	0	627	245	264
18	219	0	496	1024	359	0	831	549
19	1299	217	1024	87	1285	507	807	28
20	1080	289	1404	0	1371	529	873	0
21	374	275	964	643	626	736	497	398
22								

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Project Driveways don't apply factor

AM Peak Hour DIFFERENCE (2025-2001)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	72	0	65	0	0	0	276
2	185	784	0	308	236	344	0	697
3	267	605	0	344	0	416	16	784
4	0	537	120	416	182	286	0	605
5	122	431	91	102	284	37	78	348
6	151	0	163	66	97	0	196	86
7	928	241	813	85	487	155	992	434
8	992	452	670	0	813	221	1,080	0
9	1,051	0	734	76	714	0	858	290
10	858	468	961	50	734	0	1,645	162
11	1,084	144	937	565	1,524	408	1,025	0
12	1,025	203	853	0	831	192	1,058	0
13	1,041	606	636	449	877	196	813	846
14	349	245	125	0	261	279	180	0
15	275	0	111	261	270	0	128	248
16	128	201	161	0	111	97	284	0
17	0	367	152	96	0	155	55	403
18	285	0	332	179	133	0	163	498
19	801	375	431	7	803	152	562	98
20	806	319	431	0	514	169	874	0
21	318	358	87	157	160	154	336	267
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	57	0	51	0	0	0	218
2	146	619	0	244	187	272	0	550
3	211	478	0	272	0	329	13	619
4	0	425	95	329	144	226	0	478
5	96	341	72	81	224	29	61	275
6	119	0	129	52	76	0	155	68
7	733	191	642	68	385	122	783	343
8	783	357	529	0	642	175	853	0
9	831	0	580	60	564	0	678	229
10	678	370	759	40	580	0	1,300	128
11	856	144	741	446	1,204	408	809	0
12	809	203	674	0	656	192	836	0
13	823	479	502	354	693	155	643	668
14	276	194	99	0	206	220	142	0
15	217	0	87	206	213	0	101	196
16	101	159	128	0	87	77	224	0
17	0	290	120	76	0	123	44	319
18	225	0	262	142	105	0	129	393
19	633	296	340	6	634	120	444	77
20	637	252	341	0	406	133	690	0
21	252	283	69	124	126	122	266	211
22	0	0	0	0	0	0	0	0

PM Peak Hour DIFFERENCE (2025-2001)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	337	0	0	139	87
2	288	381	0	814	228	894	0	361
3	251	323	0	894	0	736	352	381
4	0	405	0	736	131	663	0	323
5	323	125	82	508	144	579	139	178
6	254	0	282	131	291	0	296	80
7	688	230	1,040	551	1,023	220	1,096	170
8	1,096	389	1,051	0	1,040	552	944	0
9	1,007	0	782	433	1,030	0	952	241
10	952	461	1,201	294	782	140	1,823	162
11	1,301	705	1,160	336	2,179	665	1,099	0
12	1,099	578	1,191	0	1,168	340	1,360	0
13	1,407	358	988	700	1,196	793	1,050	415
14	228	105	159	0	235	88	169	0
15	100	0	260	99	119	0	172	168
16	172	86	305	0	260	99	203	0
17	0	295	56	444	0	424	182	190
18	178	0	204	669	241	0	491	320
19	1,060	171	722	56	935	441	621	10
20	743	218	1,094	0	991	414	651	0
21	154	125	220	159	288	327	7	37
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	266	0	0	110	69
2	228	301	0	643	180	706	0	285
3	198	255	0	706	0	581	278	301
4	0	320	0	581	103	524	0	255
5	255	99	65	401	114	457	110	141
6	201	0	223	103	230	0	234	63
7	544	182	822	435	808	174	866	134
8	866	307	830	0	822	436	746	0
9	796	0	618	342	814	0	752	190
10	752	364	949	232	618	111	1,440	128
11	1,028	705	916	265	1,721	665	868	0
12	868	578	941	0	923	340	1,074	0
13	1,112	283	781	553	945	626	830	328
14	180	83	126	0	186	70	134	0
15	79	0	205	78	94	0	136	133
16	136	68	241	0	205	78	160	0
17	0	233	44	351	0	335	144	150
18	141	0	161	529	190	0	388	253
19	837	135	570	44	739	348	491	8
20	587	172	864	0	783	327	514	0
21	122	99	174	126	228	258	6	29
22	0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Intersection *Unsignalized Intersection	AM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												AM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Rocklin Road/Pacific Street	25	289	496	22	153	43	183	404	19	370	71	99	606	540	810	218	410	832	817	115
2. Rocklin Road/Granite Road	17	12	11	128	713	12	304	7	104	6	528	567	415	1,101	40	853	707	1,028	25	649
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	604	412	157	2	244	339	862	0	403	1,201	0	1,016	0	761	753	1,106
4. Rocklin RoadI-80 Eastbound Ramps	570	2	735	208	569	0	0	0	0	0	615	47	0	662	1,307	777	257	1,304	0	1,185
5. Domingez Road/Pacific Street	23	68	59	71	318	36	23	16	50	66	292	61	89	419	150	425	200	400	118	365
6. Domingez Road/Granite Drive	86	90	0	36	0	70	0	255	47	0	0	0	302	0	176	106	126	0	325	133
7. Sierra College Boulevard/Taylor Road	153	243	142	65	171	67	23	426	167	172	232	31	616	435	538	303	339	336	665	552
8. Sierra College Boulevard/Brace Road	0	380	36	0	0	58	68	554	0	67	0	76	622	143	416	58	456	104	679	0
9. Sierra College Boulevard/Granite Drive	152	368	74	61	25	34	103	476	63	126	30	41	642	197	594	120	470	202	636	245
10. Sierra College Boulevard/I-80 Westbound Ramp	0	374	35	0	0	0	206	458	0	375	0	211	664	586	409	0	585	241	833	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	270	289	0	206	0	115	0	716	122	0	0	0	838	0	559	321	495	0	831	392
12. Sierra College Boulevard/Dominguez Road	0	598	0	0	0	0	0	831	0	0	0	0	831	0	598	0	598	0	831	0
13. Sierra College Boulevard/Rocklin Road	390	463	58	69	114	242	50	432	47	67	173	66	529	306	911	425	598	222	741	610
14. Taylor Road/Horseshoe Bar Road	45	14	406	6	269	66	14	67	22	457	359	6	103	822	465	341	26	689	590	426
15. Horseshoe Bar Road/I-80 Westbound Ramp	162	433	68	74	33	76	17	233	419	39	80	30	669	149	663	183	537	118	348	661
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	133	0	155	0	79	124	0	0	0	105	110	0	0	215	288	203	0	234	229	243
18. Barton Road/Rocklin Road	240	55	0	83	0	87	0	72	98	0	0	0	170	0	295	170	138	0	159	338
19. Sierra College Boulevard/King Road	2	190	18	3	16	4	100	425	17	41	11	65	542	117	210	23	258	134	470	30
20. Sierra College Boulevard/English Colony Way	0	257	1	0	0	0	71	518	0	4	0	37	589	41	258	0	294	72	522	0
21. Taylor Road/King Road	229	376	67	211	96	242	60	323	0	103	102	119	383	324	672	549	706	223	668	331
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

Intersection *Unsignalized Intersection	PM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												PM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Pacific Street/Rocklin Road	41	443	509	34	113	23	122	514	21	595	148	221	657	964	993	170	698	744	1,132	210
2. Granite Road/Rocklin Road	23	14	35	233	676	23	489	16	357	40	745	586	862	1,371	72	932	833	1,200	79	1,125
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	701	516	52	2	258	503	1102	0	312	1,605	0	1,217	0	753	1,021	1,360
4. Rocklin RoadI-80 Eastbound Ramps	548	1	602	211	527	0	0	0	0	0	1067	119	0	1,186	1,151	738	331	1,129	0	1,615
5. Dominguez Road/Pacific Street	25	19	46	27	401	20	38	46	129	28	460	18	213	506	90	448	64	485	94	614
6. Granite Drive/Dominguez Road	30	293	0	60	0	63	0	197	24	0	0	0	221	0	323	123	353	0	260	54
7. Sierra College Boulevard/Taylor Road	120	551	253	152	305	97	26	341	109	207	266	36	476	509	924	554	739	584	645	495
8. Sierra College Boulevard/Brace Road	0	567	99	0	0	87	84	514	0	75	0	92	598	167	666	87	659	183	676	0
9. Sierra College Boulevard/Granite Drive	96	526	72	131	32	178	70	504	67	112	20	35	641	167	694	341	692	174	794	183
10. Sierra College Boulevard/I-80 Westbound Ramp	0	533	38	0	0	0	213	576	0	320	0	159	789	479	571	0	692	251	896	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	334	387	0	211	0	31	0	660	224	0	0	0	884	0	721	242	598	0	691	558
12. Sierra College Boulevard/Dominguez Road	0	805	0	0	0	0	0	691	0	0	0	0	691	0	805	0	805	0	691	0
13. Sierra College Boulevard/Rocklin Road	298	604	52	171	235	404	67	505	78	30	139	30	650	199	954	810	805	354	939	515
14. Taylor Road/Horseshoe Bar Road/	77	13	572	8	476	104	7	12	8	409	409	10	27	828	662	588	31	1,055	525	494
15. Horseshoe Bar Road/I-80 Westbound Ramp	88	373	177	75	46	67	48	202	387	140	50	72	637	262	638	188	520	271	409	525
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	143	0	72	0	64	150	0	0	0	114	57	0	0	171	215	214	0	136	264	200
18. Barton Road/Rocklin Road	153	68	0	61	0	242	0	43	55	0	0	0	98	0	221	303	129	0	285	208
19. Sierra College Boulevard/King Road	2	487	39	21	14	4	63	298	3	15	4	88	364	107	528	39	596	116	317	9
20. Sierra College Boulevard/English Colony Way	0	559	4	0	0	0	47	314	0	3	0	57	361	60	563	0	616	51	317	0
21. Taylor Road/King Road	362	282	114	67	91	317	28	239	0	95	83	32	267	210	758	475	381	233	651	445
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	606	597	810	269	410	832	817	333
2	561	1,720	40	1,097	894	1,300	25	1,199
3	614	1,679	0	1,288	0	1,090	766	1,725
4	0	1,087	1,402	1,106	401	1,530	0	1,663
5	185	760	222	506	424	429	179	640
6	421	0	305	158	202	0	480	201
7	1,349	626	1,180	371	724	458	1,448	895
8	1,405	500	945	58	1,098	279	1,532	0
9	1,473	197	1,174	180	1,034	202	1,314	474
10	1,342	956	1,168	40	1,165	241	2,133	128
11	1,694	144	1,300	767	1,699	408	1,640	392
12	1,640	203	1,272	0	1,254	192	1,667	0
13	1,352	785	1,413	779	1,291	377	1,384	1,278
14	379	1,016	564	341	232	909	732	426
15	886	149	750	389	750	118	449	857
16	444	526	531	0	752	225	524	0
17	0	505	408	279	0	357	273	562
18	395	0	557	312	243	0	288	731
19	1,175	413	550	29	892	254	914	107
20	1,226	293	599	0	700	205	1,212	0
21	635	607	741	673	832	345	934	542
22	0	0	0	0	0	0	0	0

AM 2025 FINAL LINK VOLUMES

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	606	597	810	269	410	832	817	333
2	561	1,720	40	1,097	894	1,300	25	1,199
3	614	1,679	0	1,288	0	1,090	766	1,725
4	0	1,087	1,402	1,106	401	1,530	0	1,663
5	185	760	222	506	424	429	179	640
6	421	0	305	158	202	0	480	201
7	1,349	626	1,180	371	724	458	1,448	895
8	1,405	500	945	58	1,098	279	1,532	0
9	1,473	197	1,174	180	1,034	202	1,314	474
10	1,342	956	1,168	40	1,165	241	2,133	128
11	1,694	144	1,300	767	1,699	408	1,640	392
12	1,640	203	1,272	0	1,254	192	1,667	0
13	1,352	785	1,413	779	1,291	377	1,384	1,278
14	379	1,016	564	341	232	909	732	426
15	886	149	750	389	750	118	449	857
16	444	526	531	0	752	225	524	0
17	0	505	408	279	0	357	273	562
18	395	0	557	312	243	0	288	731
19	1,175	413	550	29	892	254	914	107
20	1,226	293	599	0	700	205	1,212	0
21	635	607	741	673	832	345	934	542
22	0	0	0	0	0	0	0	0

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	436	698	744	1,242	279
2	1,090	1,672	72	1,575	1,013	1,906	79	1,410
3	510	1,860	0	1,923	0	1,334	1,299	1,661
4	0	1,506	1,151	1,319	434	1,653	0	1,870
5	468	605	155	849	178	942	204	755
6	422	0	546	226	583	0	494	117
7	1,020	691	1,746	989	1,547	758	1,511	629
8	1,464	474	1,496	87	1,481	619	1,422	0
9	1,437	167	1,312	683	1,506	174	1,546	373
10	1,541	843	1,520	232	1,310	362	2,336	128
11	1,912	705	1,637	507	2,319	665	1,559	558
12	1,559	578	1,746	0	1,728	340	1,765	0
13	1,762	482	1,735	1,363	1,750	980	1,769	843
14	207	911	788	588	217	1,125	659	494
15	716	262	843	266	614	271	545	658
16	479	435	644	0	870	226	460	0
17	0	404	259	565	0	471	408	350
18	239	0	382	832	319	0	673	461
19	1,201	242	1,098	83	1,335	464	808	17
20	948	232	1,427	0	1,399	378	831	0
21	389	309	932	601	609	491	657	474
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	436	698	744	1,242	279
2	1,090	1,672	72	1,575	1,013	1,906	79	1,410
3	510	1,860	0	1,923	0	1,334	1,299	1,661
4	0	1,506	1,151	1,319	434	1,653	0	1,870
5	468	605	155	849	178	942	204	755
6	422	0	546	226	583	0	494	117
7	1,020	691	1,746	989	1,547	758	1,511	629
8	1,464	474	1,496	87	1,481	619	1,422	0
9	1,437	167	1,312	683	1,506	174	1,546	373
10	1,541	843	1,520	232	1,310	362	2,336	128
11	1,912	705	1,637	507	2,319	665	1,559	558
12	1,559	578	1,746	0	1,728	340	1,765	0
13	1,762	482	1,735	1,363	1,750	980	1,769	843
14	207	911	788	588	217	1,125	659	494
15	716	262	843	266	614	271	545	658
16	479	435	644	0	870	226	460	0
17	0	404	259	565	0	471	408	350
18	239	0	382	832	319	0	673	461
19	1,201	242	1,098	83	1,335	464	808	17
20	948	232	1,427	0	1,399	378	831	0
21	389	309	932	601	609	491	657	474
22	0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

AM 2025 FINAL LINK VOLUMES

POST-PROCESS THESE NUMBERS

Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	810	817	606	410	269	333	597	832
2	40	25	561	894	1,097	1,199	1,720	1,300
3	0	766	614	0	1,288	1,725	1,679	1,090
4	1,402	0	0	401	1,106	1,663	1,087	1,530
5	222	179	185	424	506	640	760	429
6	305	480	421	202	158	201	0	0
7	1,180	1,448	1,349	724	371	895	626	458
8	945	1,532	1,405	1,098	58	0	500	279
9	1,174	1,314	1,473	1,034	180	474	197	202
10	1,168	2,133	1,342	1,165	40	128	956	241
11	1,300	1,640	1,694	1,699	767	392	144	408
12	1,272	1,667	1,640	1,254	0	0	203	192
13	1,413	1,384	1,352	1,291	779	1,278	785	377
14	564	732	379	232	341	426	1,016	909
15	750	449	886	750	389	857	149	118
16	531	524	444	752	0	0	526	225
17	408	273	0	0	279	562	505	357
18	557	288	395	243	312	731	0	0
19	550	914	1,175	892	29	107	413	254
20	599	1,212	1,226	700	0	0	293	205
21	741	934	635	832	673	542	607	345
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES

POST-PROCESS THESE NUMBERS

Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	993	1,242	657	698	436	279	964	744
2	72	79	1,090	1,013	1,575	1,410	1,672	1,906
3	0	1,299	510	0	1,923	1,661	1,860	1,334
4	1,151	0	0	434	1,319	1,870	1,506	1,653
5	155	204	468	178	849	755	605	942
6	546	494	422	583	226	117	0	0
7	1,746	1,511	1,020	1,547	989	629	691	758
8	1,496	1,422	1,464	1,481	87	0	474	619
9	1,312	1,546	1,437	1,506	683	373	167	174
10	1,520	2,336	1,541	1,310	232	128	843	362
11	1,637	1,559	1,912	2,319	507	558	705	665
12	1,746	1,765	1,559	1,728	0	0	578	340
13	1,735	1,769	1,762	1,750	1,363	843	482	980
14	788	659	207	217	588	494	911	1,125
15	843	545	716	614	266	658	262	271
16	644	460	479	870	0	0	435	226
17	259	408	0	0	565	350	404	471
18	382	673	239	319	832	461	0	0
19	1,098	808	1,201	1,335	83	17	242	464
20	1,427	831	948	1,399	0	0	232	378
21	932	657	389	609	601	474	309	491
22	0	0	0	0	0	0	0	0

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

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	81	295	466	168	403	60	31	198	60	353	215	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	295	466	168	403	60	31	198	60	353	215	94
Added Vol:	0	0	-1	0	0	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	295	465	168	403	60	31	198	60	351	215	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	295	465	168	403	60	31	198	60	351	215	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	295	465	168	403	60	31	198	60	351	215	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	81	295	465	168	403	60	31	198	60	386	215	94
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	1.74	0.26	1.00	1.53	0.47	1.28	0.72	1.00
Final Sat.:	1375	2750	1375	1375	2394	356	1375	2110	640	1766	984	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.34	0.12	0.17	0.17	0.02	0.09	0.09	0.22	0.22	0.07
Crit Vol:			465	168					129	301		
Crit Moves:			****	****					****	****		

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

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	21	10	9	383	7	191	168	976	12	6	1070	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	10	9	383	7	191	168	976	12	6	1070	753
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-2	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	10	9	383	7	191	168	975	12	6	1068	752
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	10	9	383	7	191	168	975	12	6	1068	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	10	9	383	7	191	168	975	12	6	1068	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	21	10	9	421	7	191	168	975	12	6	1068	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	724	651	2705	45	1375	1375	2717	33	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.16	0.16	0.14	0.12	0.36	0.36	0.00	0.39	0.00
Crit Vol:	21				214		168				534	
Crit Moves:	****				****		****				****	

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

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	241	2	405	0	929	442	372	1424	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	241	2	405	0	929	442	372	1424	0
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	2	405	0	928	442	372	1421	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	2	405	0	928	442	372	1421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	2	405	0	928	442	372	1421	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	241	2	405	0	928	442	372	1421	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	7	1418	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.29	0.29	0.00	0.33	0.31	0.26	0.50	0.00
Crit Vol:		0				407		464		372		
Crit Moves:						****		****		****		

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

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.035
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	679	2	789	0	0	0	338	832	0	0	1117	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	679	2	789	0	0	0	338	832	0	0	1117	83
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	679	2	789	0	0	0	338	831	0	0	1114	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	679	2	789	0	0	0	338	831	0	0	1114	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	679	2	789	0	0	0	338	831	0	0	1114	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	747	2	868	0	0	0	338	831	0	0	1114	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.38	0.01	1.61	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1975	5	2295	0	0	0	1425	2850	0	0	2652	198
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.24	0.29	0.00	0.00	0.42	0.42
Crit Vol:		539				0		338			599	
Crit Moves:		****						****			****	

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

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	31	139	63		43	34	119		143	338	44		109	536	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	139	63		43	34	119		143	338	44		109	536	167	
Added Vol:	0	-1	0		0	0	0		0	0	0		0	0	-1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	138	63		43	34	119		143	338	44		109	536	166	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	138	63		43	34	119		143	338	44		109	536	166	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	138	63		43	34	119		143	338	44		109	536	166	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	31	138	63		43	34	119		143	338	44		109	536	166	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.37	0.63		1.00	1.00	1.00		1.00	0.88	0.12		1.00	1.00	1.00	
Final Sat.:	1425	1957	893		1425	1425	1425		1425	1261	164		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.07		0.03	0.02	0.08		0.10	0.27	0.27		0.08	0.38	0.12	
Crit Vol:			101		43				143					536		
Crit Moves:			****		****				****					****		

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

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[13.1]

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:	1	0	2	0 0	0	0	1	1 0	1	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	158	162	0		0	382	57		47	0	116		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:	158	162	0		0	382	57		47	0	116		0	0	0	
Added Vol:	0	0	0		0	-1	-1		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	162	0		0	381	56		47	0	116		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	162	0		0	381	56		47	0	116		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	158	162	0		0	381	56		47	0	116		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	437	xxxx	xxxxx		xxxx	xxxx	xxxxx		806	xxxx	219		xxxx	xxxx	xxxxx	
Potent Cap.:	1134	xxxx	xxxxx		xxxx	xxxx	xxxxx		324	xxxx	792		xxxx	xxxx	xxxxx	
Move Cap.:	1134	xxxx	xxxxx		xxxx	xxxx	xxxxx		289	xxxx	792		xxxx	xxxx	xxxxx	
Volume/Cap:	0.14	xxxx	xxxx		xxxx	xxxx	xxxx		0.16	xxxx	0.15		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		C	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	792		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.5		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.3		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	B		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				13.1				xxxxxx			
ApproachLOS:	*				*				B				*			

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

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

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	349	627	271	34	1099	299	90	175	118	323	302	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	627	271	34	1099	299	90	175	118	323	302	46
Added Vol:	-5	-3	-4	0	-1	0	0	0	-2	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	624	267	34	1098	299	90	175	116	322	302	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	624	267	34	1098	299	90	175	116	322	302	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	624	267	34	1098	299	90	175	116	322	302	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	344	624	267	34	1098	299	90	175	116	322	302	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.19	0.02	0.40	0.22	0.07	0.13	0.08	0.23	0.22	0.03
Crit Vol:	344				549			175		322		
Crit Moves:	****				****			****		****		

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

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	893	107	188	1312	0	0	0	58	264	0	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	893	107	188	1312	0	0	0	58	264	0	274
Added Vol:	0	-12	-4	0	-4	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	881	103	188	1308	0	0	0	58	263	0	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	881	103	188	1308	0	0	0	58	263	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	881	103	188	1308	0	0	0	58	263	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	881	103	188	1308	0	0	0	58	263	0	274
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	2.69	0.31	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3828	447	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.13	0.31	0.00	0.00	0.00	0.04	0.18	0.00	0.19
Crit Vol:		328		188					58	263		
Crit Moves:		****		****					****	****		

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

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	279	913	57	130	1243	190	126	16	45	110	30	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	913	57	130	1243	190	126	16	45	110	30	56
Added Vol:	-6	-16	0	0	-5	0	0	0	-2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	897	57	130	1238	190	126	16	43	110	30	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	897	57	130	1238	190	126	16	43	110	30	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	897	57	130	1238	190	126	16	43	110	30	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	273	897	57	130	1238	190	126	16	47	110	30	56
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	2.60	0.40	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3879	246	1375	3576	549	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.09	0.35	0.35	0.09	0.01	0.02	0.08	0.02	0.04
Crit Vol:	273				476		126					56
Crit Moves:	****				****		****					****

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

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	65	1097	241	0	1415	53	22	0	23	830	19	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1097	241	0	1415	53	22	0	23	830	19	198
Added Vol:	0	-22	-38	0	-7	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1075	203	0	1408	53	22	0	23	828	19	198
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1075	0	0	1408	53	22	0	23	828	19	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1075	0	0	1408	53	22	0	23	828	19	198
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	65	1075	0	0	1408	53	22	0	25	911	19	218
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.16	1.84
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	229	2621
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.00	0.33	0.04	0.02	0.00	0.01	0.32	0.08	0.08
Crit Vol:	65				469		22			455		
Crit Moves:	****				****		****			****		

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

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	1316	135		118	1396	392		386	186	279		58	0	105	
Growth Adj:	1.00	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	1316	135		118	1396	392		386	186	279		58	0	105	
Added Vol:	0	-66	0		0	-9	0		0	0	-13		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-36	
Initial Fut:	0	1250	135		118	1387	392		386	186	266		58	0	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1250	135		118	1387	0		386	186	266		58	0	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1250	135		118	1387	0		386	186	266		58	0	69	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1250	135		130	1387	0		425	186	266		58	0	69	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.09		0.05	0.49	0.00		0.15	0.07	0.19		0.04	0.00	0.05	
Crit Vol:		313				694					266				69	
Crit Moves:						****					****				****	

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

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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	1290	60		146	1583	0		0	0	0		178	0	40	
Growth Adj:	1.00	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	1290	60		146	1583	0		0	0	0		178	0	40	
Added Vol:	0	-3	-3		-22	0	0		0	0	0		-19	0	-2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1287	57		124	1583	0		0	0	0		159	0	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1287	57		124	1583	0		0	0	0		159	0	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1287	57		124	1583	0		0	0	0		159	0	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	1287	57		124	1583	0		0	0	0		175	0	42	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.87	0.13		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4094	181		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.09	0.37	0.00		0.00	0.00	0.00		0.06	0.00	0.01	
Crit Vol:			448		124						0		87			
Crit Moves:			****		****								****			

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

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	594	845	46		148	1028	266		285	206	350		85	522	239	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	594	845	46		148	1028	266		285	206	350		85	522	239	
Added Vol:	0	-2	0		-3	-7	-8		-3	0	0		0	0	-1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	594	843	46		145	1021	258		282	206	350		85	522	238	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	594	843	46		145	1021	258		282	206	350		85	522	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	594	843	46		145	1021	258		282	206	350		85	522	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	653	843	46		160	1021	258		310	206	350		94	522	238	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	1.37	0.63	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	2750	1375		2750	1889	861	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.20	0.03		0.06	0.25	0.19		0.11	0.07	0.25		0.03	0.28	0.28	
Crit Vol:	327					340			155						380	
Crit Moves:	****					****			****						****	

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

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	6	339	112		659	501	5		11	70	22		84	15	584	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	339	112		659	501	5		11	70	22		84	15	584	
Added Vol:	0	-3	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	336	112		659	500	5		11	70	22		84	15	584	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	336	112		659	500	5		11	70	22		84	15	584	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	336	112		659	500	5		11	70	22		84	15	584	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	336	112		659	500	5		11	70	22		84	15	584	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.75	0.25		1.00	0.99	0.01		0.11	0.68	0.21		0.85	0.15	1.00	
Final Sat.:	1500	1125	375		1500	1485	15		160	1019	320		1273	227	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.44	0.34	0.34		0.07	0.07	0.07		0.07	0.07	0.39	
Crit Vol:		448				659				11					584	
Crit Moves:		****				****				****					****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	183	543	49	16	279	623	205	53	153	32	82	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	543	49	16	279	623	205	53	153	32	82	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	543	49	16	279	623	205	53	153	32	82	34
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	543	49	16	279	0	205	53	153	32	82	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	543	49	16	279	0	205	53	153	32	82	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	183	543	49	16	279	0	205	53	153	32	82	34
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.00	1.00	0.79	0.21	1.00	1.00	0.71	0.29
Final Sat.:	1425	2614	236	1425	1425	1425	1132	293	1425	1425	1007	418
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.01	0.20	0.00	0.18	0.18	0.11	0.02	0.08	0.08
Crit Vol:	183				279		205					116
Crit Moves:	****				****		****					****

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

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

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

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: D[30.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	419	131	104	358	0	0	0	0	194	0	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	131	104	358	0	0	0	0	194	0	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	419	131	104	358	0	0	0	0	194	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	419	131	104	358	0	0	0	0	194	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	419	131	104	358	0	0	0	0	194	0	359
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	550	xxxx	xxxxx	xxxx	xxxx	xxxxx	985	xxxx	419
Potent Cap.:	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx	277	xxxx	638
Move Cap.:	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	xxxx	638
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.56
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.5	xxxx	3.5
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	53.4	xxxx	17.6
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			30.2		
ApproachLOS:	*			*			*			D		

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

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

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 29.2 Worst Case Level Of Service: F[83.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	210	0	209				0	0	0				0	160	127				158	384	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:	210	0	209				0	0	0				0	160	127				158	384	0			
Added Vol:	0	0	0				0	0	0				0	-2	-1				0	-1	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	210	0	209				0	0	0				0	158	126				158	383	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	210	0	209				0	0	0				0	158	126				158	383	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	210	0	209				0	0	0				0	158	126				158	383	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	920	xxxx	221	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										284	xxxx	xxxxx			
Potent Cap.:	303	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1290	xxxx	xxxxx			
Move Cap.:	272	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1290	xxxx	xxxxx			
Volume/Cap:	0.77	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.12	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	408	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Shrd ConDel:	xxxxx	83.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.2	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*										A	*	*			
ApproachDel:	83.7			xxxxxx			xxxxxx												xxxxxx					
ApproachLOS:	F			*			*												*					

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

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

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 77.5 Worst Case Level Of Service: F[300.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	510	88	0				0	146	274				165	0	168				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:	510	88	0				0	146	274				165	0	168				0	0	0			
Added Vol:	-1	0	0				0	0	0				-1	0	-2				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	509	88	0				0	146	274				164	0	166				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	509	88	0				0	146	274				164	0	166				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	509	88	0				0	146	274				164	0	166				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	420	xxxx	xxxxx	xxxx	xxxx	xxxxx							1389	xxxx	283	xxxx	xxxx	xxxxx						
Potent Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx							159	xxxx	761	xxxx	xxxx	xxxxx						
Move Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx							80	xxxx	761	xxxx	xxxx	xxxxx						
Volume/Cap:	0.44	xxxx	xxxx	xxxx	xxxx	xxxx							2.04	xxxx	0.22	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							14.6	xxxx	0.8	xxxx	xxxx	xxxxx						
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							592.7	xxxx	11.0	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*							F	*	B	*	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT							LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	B	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									300.1			xxxxxx								
ApproachLOS:	*			*									F			*								

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

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

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	4	587	17		231	893	76		10	16	4		63	36	353	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	587	17		231	893	76		10	16	4		63	36	353	
Added Vol:	0	-3	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	584	17		231	892	76		10	16	4		63	36	353	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	584	17		231	892	76		10	16	4		63	36	353	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	584	17		231	892	76		10	16	4		63	36	353	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	584	17		231	892	76		10	16	4		63	36	353	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	1.84	0.16		0.33	0.54	0.13		0.14	0.08	0.78	
Final Sat.:	1425	2769	81		1425	2626	224		475	760	190		199	113	1113	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.16	0.34	0.34		0.02	0.02	0.02		0.32	0.32	0.32	
Crit Vol:			301		231				10						452	
Crit Moves:			****		****				****						****	

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

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 41.6 Worst Case Level Of Service: F[301.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	557	15		202	1164	0		0	0	0		114	0	188	
Growth Adj:	1.00	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	557	15		202	1164	0		0	0	0		114	0	188	
Added Vol:	0	-3	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	554	15		202	1163	0		0	0	0		114	0	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	554	15		202	1163	0		0	0	0		114	0	188	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	554	15		202	1163	0		0	0	0		114	0	188	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		569	xxxx	xxxxx		xxxx	xxxx	xxxxx		1547	xxxx	285	
Potent Cap.:	xxxx	xxxx	xxxxx		1013	xxxx	xxxxx		xxxx	xxxx	xxxxx		107	xxxx	718	
Move Cap.:	xxxx	xxxx	xxxxx		1013	xxxx	xxxxx		xxxx	xxxx	xxxxx		91	xxxx	718	
Volume/Cap:	xxxx	xxxx	xxxx		0.20	xxxx	xxxx		xxxx	xxxx	xxxx		1.26	xxxx	0.26	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	199	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	18.9	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	301	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				301.4			
ApproachLOS:	*				*				*				F			

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

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

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	316	369		79		134	542		0		268	148		279		170	260		216	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	316	369		79		134	542		0		268	148		279		170	260		216	
Added Vol:	0	-3		0		0	-1		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	316	366		79		134	541		0		268	148		279		170	260		216	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	316	366		79		134	541		0		268	148		279		170	260		216	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	316	366		79		134	541		0		268	148		279		170	260		216	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	316	366		79		134	541		0		268	148		279		170	260		216	
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	1.64		0.36		1.00	2.00		0.00		1.00	1.00		1.00		1.00	0.55		0.45	
Final Sat.:	1375	2262		488		1375	2750		0		1375	1375		1375		1375	751		624	
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.16		0.16		0.10	0.20		0.00		0.19	0.11		0.20		0.12	0.35		0.35	
Crit Vol:	316						271				268						476			
Crit Moves:	****						****				****						****			

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

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	65	431	467	100	509	30	86	271	67	557	198	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	431	467	100	509	30	86	271	67	557	198	181
Added Vol:	0	0	-2	0	0	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	431	465	100	509	30	86	271	67	556	198	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	431	465	100	509	30	86	271	67	556	198	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	431	465	100	509	30	86	271	67	556	198	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	65	431	465	100	509	30	86	271	67	612	198	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.60	0.40	1.51	0.49	1.00
Final Sat.:	1375	2750	1375	1375	2597	153	1375	2205	545	2077	673	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.34	0.07	0.20	0.20	0.06	0.12	0.12	0.29	0.29	0.13
Crit Vol:			465	100					169	405		
Crit Moves:			****	****					****	****		

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

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	22	12	38	659	14	431	334	1243	27	38	1001	685
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	12	38	659	14	431	334	1243	27	38	1001	685
Added Vol:	0	0	0	-1	0	0	0	-2	0	0	-1	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	12	38	658	14	431	334	1241	27	38	1000	684
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:	22	12	38	658	14	431	334	1241	27	38	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	12	38	658	14	431	334	1241	27	38	1000	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	22	12	38	724	14	431	334	1241	27	38	1000	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.96	0.04	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	330	1045	2698	52	1375	1375	2691	59	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.27	0.27	0.31	0.24	0.46	0.46	0.03	0.36	0.00
Crit Vol:		50				431	334				500	
Crit Moves:		****				****	****				****	

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

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.211
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	110	3	419	0	1235	711	592	1299	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	110	3	419	0	1235	711	592	1299	0
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	3	419	0	1232	711	592	1297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	3	419	0	1232	711	592	1297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	3	419	0	1232	711	592	1297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	110	3	419	0	1232	711	592	1297	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	10	1415	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.30	0.30	0.00	0.43	0.50	0.42	0.46	0.00
Crit Vol:		0			422				711	592		
Crit Moves:					****				****	****		

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

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	0 1	1 0
Volume Module:												
Base Vol:	526	1	640	0	0	0	323	1022	0	0	1365	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	1	640	0	0	0	323	1022	0	0	1365	134
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	1	640	0	0	0	323	1019	0	0	1363	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	1	640	0	0	0	323	1019	0	0	1363	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	1	640	0	0	0	323	1019	0	0	1363	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	579	1	704	0	0	0	323	1019	0	0	1363	134
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	0.01	1.64	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	1927	3	2345	0	0	0	1425	2850	0	0	2595	255
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.23	0.36	0.00	0.00	0.53	0.53
Crit Vol:	428					0	323					749
Crit Moves:	****						****					****

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

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	27	52	82	111	128	226	78	750	36	49	513	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	52	82	111	128	226	78	750	36	49	513	51
Added Vol:	0	0	0	-1	-1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	52	82	110	127	226	78	750	36	49	513	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	52	82	110	127	226	78	750	36	49	513	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	52	82	110	127	226	78	750	36	49	513	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	52	82	110	127	226	78	750	36	49	513	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	1360	65	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.06	0.08	0.09	0.16	0.05	0.55	0.55	0.03	0.36	0.04
Crit Vol:	27					226		786		49		
Crit Moves:	****					****		****		****		

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

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[15.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	70	491	0	0	371	54	106	0	131	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:	70	491	0	0	371	54	106	0	131	0	0	0
Added Vol:	0	-1	0	0	-1	0	-1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	490	0	0	370	54	105	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	490	0	0	370	54	105	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	70	490	0	0	370	54	105	0	131	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	424	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	xxxx	212	xxxx	xxxx	xxxxx
Potent Cap.:	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	xxxx	800	xxxx	xxxx	xxxxx
Move Cap.:	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx	320	xxxx	800	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	800	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.4			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	212	1198	340	28	846	153	313	388	286	377	275	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1198	340	28	846	153	313	388	286	377	275	46
Added Vol:	-3	-2	-3	0	-3	0	0	0	-6	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	1196	337	28	843	153	313	388	280	372	275	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	1196	337	28	843	153	313	388	280	372	275	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1196	337	28	843	153	313	388	280	372	275	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	1196	337	28	843	153	313	388	280	372	275	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.25	0.02	0.31	0.11	0.23	0.28	0.20	0.27	0.20	0.03
Crit Vol:	209				422			388		372		
Crit Moves:	****				****			****		****		

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

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1208	307	321	1137	0	0	0	87	195	0	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1208	307	321	1137	0	0	0	87	195	0	284
Added Vol:	0	-8	-2	0	-14	0	0	0	0	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1200	305	321	1123	0	0	0	87	190	0	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1200	305	321	1123	0	0	0	87	190	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1200	305	321	1123	0	0	0	87	190	0	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1200	305	321	1123	0	0	0	87	190	0	284
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3409	866	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.23	0.26	0.00	0.00	0.00	0.06	0.13	0.00	0.20
Crit Vol:		502		321			0					284
Crit Moves:		****		****			****					****

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

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	159	1116	54		90	1148	191		358	31	302		97	22	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	1116	54		90	1148	191		358	31	302		97	22	49	
Added Vol:	-4	-10	0		0	-19	0		0	0	-7		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	155	1106	54		90	1129	191		358	31	295		97	22	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	155	1106	54		90	1129	191		358	31	295		97	22	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	155	1106	54		90	1129	191		358	31	295		97	22	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	155	1106	54		90	1129	191		358	31	325		97	22	49	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.86	0.14		1.00	2.57	0.43		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	3933	192		1375	3528	597		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.28	0.28		0.07	0.32	0.32		0.26	0.02	0.12		0.07	0.02	0.04	
Crit Vol:	155					440			358						49	
Crit Moves:	****					****			****						****	

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

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	55	1138	407		0	1487	52		82	0	152		692	16	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	55	1138	407		0	1487	52		82	0	152		692	16	128	
Added Vol:	0	-14	-25		0	-25	0		0	0	0		-7	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	55	1124	382		0	1462	52		82	0	152		685	16	128	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	55	1124	0		0	1462	52		82	0	152		685	16	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	1124	0		0	1462	52		82	0	152		685	16	128	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.10	
Final Vol.:	55	1124	0		0	1462	52		82	0	167		754	16	141	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		2.00	0.20	1.80	
Final Sat.:	1425	4275	1425		0	4275	1425		1425	0	2850		2850	291	2559	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26	0.00		0.00	0.34	0.04		0.06	0.00	0.06		0.26	0.06	0.06	
Crit Vol:	55					487					84		377			
Crit Moves:	****					****					****		****			

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

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	1642	226		230	1277	558		261	233	69		259	0	504	
Growth Adj:	1.00	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	1642	226		230	1277	558		261	233	69		259	0	504	
Added Vol:	0	-43	0		0	-32	0		0	0	-43		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-168	
Initial Fut:	0	1599	226		230	1245	558		261	233	26		259	0	336	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1599	226		230	1245	0		261	233	26		259	0	336	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1599	226		230	1245	0		261	233	26		259	0	336	
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		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1599	226		253	1245	0		287	233	26		259	0	336	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.16		0.09	0.44	0.00		0.10	0.08	0.02		0.18	0.00	0.24	
Crit Vol:		400				623			144						336	
Crit Moves:						****			****						****	

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

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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	1623	122		260	1324	0		0	0	0		459	0	142	
Growth Adj:	1.00	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	1623	122		260	1324	0		0	0	0		459	0	142	
Added Vol:	0	-10	-10		-74	0	0		0	0	0		-12	0	-1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1613	112		186	1324	0		0	0	0		447	0	141	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1613	112		186	1324	0		0	0	0		447	0	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1613	112		186	1324	0		0	0	0		447	0	141	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	1613	112		186	1324	0		0	0	0		492	0	155	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.81	0.19		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3997	278		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40		0.13	0.31	0.00		0.00	0.00	0.00		0.17	0.00	0.05	
Crit Vol:		575				186					0			246		
Crit Moves:		****				****								****		

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

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	346	1287	119	328	1241	193	363	538	465	64	300	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	1287	119	328	1241	193	363	538	465	64	300	119
Added Vol:	0	-8	0	-2	-5	-5	-9	0	0	0	0	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	1279	119	326	1236	188	354	538	465	64	300	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	1279	119	326	1236	188	354	538	465	64	300	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1279	119	326	1236	188	354	538	465	64	300	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	381	1279	119	359	1236	188	389	538	465	70	300	116
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.44	0.56
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1983	767
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.09	0.13	0.30	0.14	0.14	0.20	0.34	0.03	0.15	0.15
Crit Vol:		426		179					465	35		
Crit Moves:		****		****					****	****		

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

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.227
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	585	116	467	531	10	7	11	9	93	12	667
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	585	116	467	531	10	7	11	9	93	12	667
Added Vol:	0	-2	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	583	116	467	528	10	7	11	9	93	12	667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	583	116	467	528	10	7	11	9	93	12	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	583	116	467	528	10	7	11	9	93	12	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	583	116	467	528	10	7	11	9	93	12	667
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	0.98	0.02	0.26	0.41	0.33	0.89	0.11	1.00
Final Sat.:	1500	1251	249	1500	1472	28	389	611	500	1329	171	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.31	0.36	0.36	0.02	0.02	0.02	0.07	0.07	0.44
Crit Vol:		699		467			7					667
Crit Moves:		****		****			****					****

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	169	502	195	31	257	431	89	45	130	161	50	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	502	195	31	257	431	89	45	130	161	50	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	502	195	31	257	431	89	45	130	161	50	51
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	502	195	31	257	0	89	45	130	161	50	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	502	195	31	257	0	89	45	130	161	50	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	502	195	31	257	0	89	45	130	161	50	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	0.66	0.34	1.00	1.00	0.50	0.50
Final Sat.:	1425	2053	797	1425	1425	1425	946	479	1425	1425	705	720
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.02	0.18	0.00	0.09	0.09	0.09	0.11	0.07	0.07
Crit Vol:	169				257			134		161		
Crit Moves:	****				****			****		****		

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

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

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

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: D[27.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	532		112		125	359		0		0	0		0		109	0		363	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	532		112		125	359		0		0	0		0		109	0		363	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	532		112		125	359		0		0	0		0		109	0		363	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	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	532		112		125	359		0		0	0		0		109	0		363	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	532		112		125	359		0		0	0		0		109	0		363	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2					
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3					
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			644	xxxx	xxxxx	xxxx	xxxx	xxxxx		1141	xxxx	532					
Potent Cap.:	xxxx	xxxx	xxxxx			951	xxxx	xxxxx	xxxx	xxxx	xxxxx		224	xxxx	551					
Move Cap.:	xxxx	xxxx	xxxxx			951	xxxx	xxxxx	xxxx	xxxx	xxxxx		200	xxxx	551					
Volume/Cap:	xxxx	xxxx	xxxx			0.13	xxxx	xxxx	xxxx	xxxx	xxxx		0.55	xxxx	0.66					
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx		2.9	xxxx	4.8					
Control Del:	xxxxx	xxxx	xxxxx			9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		42.8	xxxx	23.2					
LOS by Move:	*	*	*			A	*	*	*	*	*		E	*	C					
Movement:	LT -	LTR -	RT			LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT					
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx			0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx			9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*			A	*	*	*	*	*		*	*	*					
ApproachDel:	xxxxxx					xxxxxx			xxxxxx				27.7							
ApproachLOS:	*					*			*				D							

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

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

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 15.3 Worst Case Level Of Service: F[66.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	139		0	121			0		0	0			0		350	223			203		215	0		
Growth Adj:	1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
Initial Bse:	139		0	121			0		0	0			0		350	223			203		215	0		
Added Vol:	-1		0	0			0		0	0			0		-1	0			0		-2	0		
PasserByVol:	0		0	0			0		0	0			0		0	0			0		0	0		
Initial Fut:	138		0	121			0		0	0			0		349	223			203		213	0		
User Adj:	1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Adj:	1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Volume:	138		0	121			0		0	0			0		349	223			203		213	0		
Reduct Vol:	0		0	0			0		0	0			0		0	0			0		0	0		
Final Vol.:	138		0	121			0		0	0			0		349	223			203		213	0		
Critical Gap Module:																								
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx										
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	1079	xxxx		461	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			572	xxxx	xxxxx										
Potent Cap.:	244	xxxx		605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1011	xxxx	xxxxx										
Move Cap.:	201	xxxx		605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1011	xxxx	xxxxx										
Volume/Cap:	0.69	xxxx		0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.20	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.7	xxxx	xxxxx										
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				9.5	xxxx	xxxxx										
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*										
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT										
Shared Cap.:	xxxx	292	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx										
SharedQueue:	xxxxx	8.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.7	xxxx	xxxxx										
Shrd ConDel:	xxxxx	66.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				9.5	xxxx	xxxxx										
Shared LOS:	*	F	*	*	*	*	*	*	*				A	*	*										
ApproachDel:	66.2			xxxxxx			xxxxxx						xxxxxx											
ApproachLOS:	F			*			*						*											

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

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

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 17.1 Worst Case Level Of Service: D[27.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	286	103		0			0		81	174			214		0	621			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:	286	103		0			0		81	174			214		0	621			0		0	0		
Added Vol:	-2	0		0			0		0	-1			0		0	-1			0		0	0		
PasserByVol:	0	0		0			0		0	0			0		0	0			0		0	0		
Initial Fut:	284	103		0			0		81	173			214		0	620			0		0	0		
User Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Volume:	284	103		0			0		81	173			214		0	620			0		0	0		
Reduct Vol:	0	0		0			0		0	0			0		0	0			0		0	0		
Final Vol.:	284	103		0			0		81	173			214		0	620			0		0	0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	254	xxxx	xxxxx	xxxx	xxxx	xxxxx							839	xxxx		168	xxxx	xxxx	xxxxx					
Potent Cap.:	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx							339	xxxx		882	xxxx	xxxx	xxxxx					
Move Cap.:	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx							272	xxxx		882	xxxx	xxxx	xxxxx					
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx							0.79	xxxx		0.70	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx							6.0	xxxx		6.0	xxxx	xxxx	xxxxx					
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							53.8	xxxx		18.1	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							F	*		C	*	*	*					
Movement:	LT -	LTR -	RT	LT -	LTR -	RT							LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									27.3			xxxxxx								
ApproachLOS:	*			*									D			*								

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

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

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	1057		72	371	792		10	54		31	4	15		5	227
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	2	1057		72	371	792		10	54		31	4	15		5	227
Added Vol:	0	-2		0	0	-3		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	2	1055		72	371	789		10	54		31	4	15		5	227
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	2	1055		72	371	789		10	54		31	4	15		5	227
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	2	1055		72	371	789		10	54		31	4	15		5	227
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	2	1055		72	371	789		10	54		31	4	15		5	227
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.87		0.13	1.00	1.97		0.03	0.61		0.35	0.04	0.06		0.02	0.92
Final Sat.:	1425	2668		182	1425	2814		36	865		496	64	87		29	1310
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40		0.40	0.26	0.28		0.28	0.06		0.06	0.06	0.17		0.17	0.17
Crit Vol:		564			371				54				247			
Crit Moves:		****			****				****				****			

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

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 74.5 Worst Case Level Of Service: F[833.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1221		114	265	775		0	0		0	0	52		0	174
Growth Adj:	1.00	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	1221		114	265	775		0	0		0	0	52		0	174
Added Vol:	0	-2		0	0	-3		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1219		114	265	772		0	0		0	0	52		0	174
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	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	1219		114	265	772		0	0		0	0	52		0	174
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1219		114	265	772		0	0		0	0	52		0	174
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1333	xxxx		xxxxx	xxxx		xxxx	xxxxx	2192		xxxx	667
Potent Cap.:	xxxx	xxxx		xxxxx	524	xxxx		xxxxx	xxxx		xxxx	xxxxx	40		xxxx	406
Move Cap.:	xxxx	xxxx		xxxxx	524	xxxx		xxxxx	xxxx		xxxx	xxxxx	24		xxxx	406
Volume/Cap:	xxxx	xxxx		xxxx	0.51	xxxx		xxxx	xxxx		xxxx	xxxx	2.18		xxxx	0.43
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	2.8	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	18.7	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	*	*		*	C	*		*	*		*	*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	87		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	21.4		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	834		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	F		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				833.6			
ApproachLOS:	*				*				*				F			

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

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

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	347		415		198	97		296		0	135		216		269	99		133		79
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	347		415		198	97		296		0	135		216		269	99		133		79
Added Vol:	0		-2		0	0		-3		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	347		413		198	97		293		0	135		216		269	99		133		79
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	347		413		198	97		293		0	135		216		269	99		133		79
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	347		413		198	97		293		0	135		216		269	99		133		79
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	347		413		198	97		293		0	135		216		269	99		133		79
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	1.35		0.65		1.00	2.00		0.00		1.00	1.00		1.00		1.00	0.63		0.37	
Final Sat.:	1375	1859		891		1375	2750		0		1375	1375		1375		1375	863		512	
Capacity Analysis Module:																				
Vol/Sat:	0.25	0.22		0.22		0.07	0.11		0.00		0.10	0.16		0.20		0.07	0.15		0.15	
Crit Vol:	347						147							269		99				
Crit Moves:	****						****							****		****				

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	24	276	421	110	304	23	56	134	64	326	64	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	276	421	110	304	23	56	134	64	326	64	114
Added Vol:	0	0	-2	0	0	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	276	419	110	304	23	56	134	64	324	64	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	276	419	110	304	23	56	134	64	324	64	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	276	419	110	304	23	56	134	64	324	64	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	24	276	419	110	304	23	56	134	64	356	64	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.35	0.65	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2557	193	1375	1861	889	2331	419	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.30	0.08	0.12	0.12	0.04	0.07	0.07	0.15	0.15	0.08
Crit Vol:			419	110				99		210		
Crit Moves:			****	****				****		****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	16	31	605	22	156	304	717	13	35	530	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	31	605	22	156	304	717	13	35	530	346
Added Vol:	0	0	0	-1	0	0	0	-2	0	0	-2	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	31	604	22	156	304	715	13	35	528	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	16	31	604	22	156	304	715	13	35	528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	31	604	22	156	304	715	13	35	528	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	32	16	31	664	22	156	304	715	13	35	528	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	1.94	0.06	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	468	907	2662	88	1375	1375	2701	49	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.25	0.25	0.11	0.22	0.26	0.26	0.03	0.19	0.00
Crit Vol:			47	343			304				264	
Crit Moves:			****	****			****				****	

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	636	2	578	0	1172	99	236	501	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	636	2	578	0	1172	99	236	501	0
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	636	2	578	0	1169	99	236	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	636	2	578	0	1169	99	236	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	2	578	0	1169	99	236	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	636	2	578	0	1169	99	236	499	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.41	0.41	0.00	0.41	0.07	0.17	0.18	0.00
Crit Vol:		0		636				585		236		
Crit Moves:				****				****		****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	26	0	209	0	0	0	313	1494	0	0	711	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	209	0	0	0	313	1494	0	0	711	294
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	209	0	0	0	313	1491	0	0	709	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	209	0	0	0	313	1491	0	0	709	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	209	0	0	0	313	1491	0	0	709	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	230	0	0	0	313	1491	0	0	709	294
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	2015	835
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.22	0.52	0.00	0.00	0.35	0.35
Crit Vol:			115		0		313				502	
Crit Moves:			****				****				****	

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	8	27	12		24	29	35		38	535	17		26	273	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	27	12		24	29	35		38	535	17		26	273	20	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	27	12		24	29	35		38	535	17		26	273	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	27	12		24	29	35		38	535	17		26	273	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	27	12		24	29	35		38	535	17		26	273	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	27	12		24	29	35		38	535	17		26	273	20	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.38	0.62		1.00	1.00	1.00		1.00	0.97	0.03		1.00	1.00	1.00	
Final Sat.:	1425	1973	877		1425	1425	1425		1425	1381	44		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.02	0.02		0.03	0.39	0.39		0.02	0.19	0.01	
Crit Vol:		20			24					552			26			
Crit Moves:		****			****					****			****			

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	19	277	0		0	458	27		20	0	40		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:	19	277	0		0	458	27		20	0	40		0	0	0	
Added Vol:	0	-1	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	19	276	0		0	457	27		20	0	40		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	276	0		0	457	27		20	0	40		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	19	276	0		0	457	27		20	0	40		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	484	xxxx	xxxxx		xxxx	xxxx	xxxxx		647	xxxx	242		xxxx	xxxx	xxxxx	
Potent Cap.:	1089	xxxx	xxxxx		xxxx	xxxx	xxxxx		409	xxxx	765		xxxx	xxxx	xxxxx	
Move Cap.:	1089	xxxx	xxxxx		xxxx	xxxx	xxxxx		403	xxxx	765		xxxx	xxxx	xxxxx	
Volume/Cap:	0.02	xxxx	xxxx		xxxx	xxxx	xxxx		0.05	xxxx	0.05		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		14.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		B	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	765		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.2		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.0		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	A		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				11.4				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 8 (Y+R=4.0 sec) 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
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	57	752	134	31	703	84	51	280	93	191	209	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	752	134	31	703	84	51	280	93	191	209	31
Added Vol:	-4	-2	-3	0	-3	0	0	0	-5	-4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	750	131	31	700	84	51	280	88	187	209	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	750	131	31	700	84	51	280	88	187	209	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	750	131	31	700	84	51	280	88	187	209	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	750	131	31	700	84	51	280	88	187	209	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.10	0.02	0.25	0.06	0.04	0.20	0.06	0.14	0.15	0.02
Crit Vol:		375		31				280		187		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	882	51	118	903	0	0	0	14	129	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	882	51	118	903	0	0	0	14	129	0	108
Added Vol:	0	-9	-3	0	-11	0	0	0	0	-4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	873	48	118	892	0	0	0	14	125	0	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	873	48	118	892	0	0	0	14	125	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	873	48	118	892	0	0	0	14	125	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	873	48	118	892	0	0	0	14	125	0	108
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	1.00	1.00	0.00	1.00
Final Sat.:	0	4052	223	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.08	0.21	0.00	0.00	0.00	0.01	0.09	0.00	0.08
Crit Vol:			307	118					14	125		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	228	723		94	72	751		279	292		19	158	119		20	35
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	228	723		94	72	751		279	292		19	158	119		20	35
Added Vol:	-5	-12		0	0	-15		0	0		0	-5	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	223	711		94	72	736		279	292		19	153	119		20	35
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	223	711		94	72	736		279	292		19	153	119		20	35
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	223	711		94	72	736		279	292		19	153	119		20	35
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.10	1.00		1.00	1.00
Final Vol.:	223	711		94	72	736		279	292		19	168	119		20	35
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	2.65		0.35	1.00	2.18		0.82	1.00		1.00	2.00	1.00		1.00	1.00
Final Sat.:	1375	3643		482	1375	2991		1134	1375		1375	2750	1375		1375	1375
Capacity Analysis Module:																
Vol/Sat:	0.16	0.20		0.20	0.05	0.25		0.25	0.21		0.01	0.06	0.09		0.01	0.03
Crit Vol:	223				338				292							35
Crit Moves:	****				****				****							****

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	123	1204		595	0	1263		91	144		0	257	506		24	89
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	123	1204		595	0	1263		91	144		0	257	506		24	89
Added Vol:	0	-17		-29	0	-20		0	0		0	0	-5		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	123	1187		566	0	1243		91	144		0	257	501		24	89
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	123	1187		0	0	1243		91	144		0	257	501		24	89
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	123	1187		0	0	1243		91	144		0	257	501		24	89
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.10	1.10		1.00	1.10
Final Vol.:	123	1187		0	0	1243		91	144		0	283	551		24	98
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	0.00	3.00		1.00	1.00		0.00	2.00	2.00		0.39	1.61
Final Sat.:	1425	4275		1425	0	4275		1425	1425		0	2850	2850		561	2289
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28		0.00	0.00	0.29		0.06	0.10		0.00	0.10	0.19		0.04	0.04
Crit Vol:	123				414				144				276			
Crit Moves:	****				****				****				****			

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	1319	243		297	1049	170		632	392	214		181	0	394	
Growth Adj:	1.00	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	1319	243		297	1049	170		632	392	214		181	0	394	
Added Vol:	0	-50	0		0	-26	0		0	0	-34		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-152	
Initial Fut:	0	1269	243		297	1023	170		632	392	180		181	0	242	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1269	243		297	1023	0		632	392	180		181	0	242	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1269	243		297	1023	0		632	392	180		181	0	242	
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		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1269	243		327	1023	0		695	392	180		181	0	242	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.17		0.11	0.36	0.00		0.24	0.14	0.13		0.13	0.00	0.17	
Crit Vol:		317				512			348						242	
Crit Moves:						****			****							****

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1309	203		283	1224	0		0	0	0		543	0	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1309	203		283	1224	0		0	0	0		543	0	109	
Added Vol:	0	-8	-8		-59	0	0		0	0	0		-14	0	-1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1301	195		224	1224	0		0	0	0		529	0	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1301	195		224	1224	0		0	0	0		529	0	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1301	195		224	1224	0		0	0	0		529	0	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	1301	195		224	1224	0		0	0	0		582	0	119	
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	2.61	0.39		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3718	557		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.16	0.29	0.00		0.00	0.00	0.00		0.20	0.00	0.04	
Crit Vol:			499		224						0		291			
Crit Moves:			****		****								****			

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	236	862	78	226	852	206	269	348	216	94	360	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	862	78	226	852	206	269	348	216	94	360	125
Added Vol:	0	-6	0	-2	-5	-6	-7	0	0	0	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	856	78	224	847	200	262	348	216	94	360	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	856	78	224	847	200	262	348	216	94	360	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	856	78	224	847	200	262	348	216	94	360	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	260	856	78	246	847	200	288	348	216	103	360	123
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2050	700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.06	0.09	0.21	0.15	0.10	0.13	0.16	0.04	0.18	0.18
Crit Vol:	130			282			144			242		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	14	430	110	343	428	6	6	16	9	123	12	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	430	110	343	428	6	6	16	9	123	12	318
Added Vol:	0	-2	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	428	110	343	425	6	6	16	9	123	12	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	428	110	343	425	6	6	16	9	123	12	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	428	110	343	425	6	6	16	9	123	12	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	428	110	343	425	6	6	16	9	123	12	318
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.99	0.01	0.19	0.52	0.29	0.91	0.09	1.00
Final Sat.:	1500	1193	307	1500	1479	21	290	774	435	1367	133	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.23	0.29	0.29	0.02	0.02	0.02	0.09	0.09	0.21
Crit Vol:		538		343			6					318
Crit Moves:		****		****			****					****

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	0	1	0	1 0	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	198	388	88		40	219	225		57	43	76		144	58	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	198	388	88		40	219	225		57	43	76		144	58	60	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	198	388	88		40	219	225		57	43	76		144	58	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	198	388	88		40	219	0		57	43	76		144	58	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	198	388	88		40	219	0		57	43	76		144	58	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	198	388	88		40	219	0		57	43	76		144	58	60	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.63	0.37		1.00	1.00	1.00		0.57	0.43	1.00		1.00	0.49	0.51	
Final Sat.:	1425	2323	527		1425	1425	1425		812	613	1425		1425	700	725	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.17	0.17		0.03	0.15	0.00		0.07	0.07	0.05		0.10	0.08	0.08	
Crit Vol:	198					219				100			144			
Crit Moves:	****					****				****			****			

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

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

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[17.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1	0	1	0	1 0	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	387	101		112	375	0		0	0	0		93	0	240	
Growth Adj:	1.00	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	387	101		112	375	0		0	0	0		93	0	240	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	387	101		112	375	0		0	0	0		93	0	240	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	387	101		112	375	0		0	0	0		93	0	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	387	101		112	375	0		0	0	0		93	0	240	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		488	xxxx	xxxxx		xxxx	xxxx	xxxxx		986	xxxx	387	
Potent Cap.:	xxxx	xxxx	xxxxx		1086	xxxx	xxxxx		xxxx	xxxx	xxxxx		277	xxxx	665	
Move Cap.:	xxxx	xxxx	xxxxx		1086	xxxx	xxxxx		xxxx	xxxx	xxxxx		254	xxxx	665	
Volume/Cap:	xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.37	xxxx	0.36	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.6	xxxx	1.6	
Control Del:	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		27.2	xxxx	13.4	
LOS by Move:	*	*	*		A	*	*		*	*	*		D	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				17.3			
ApproachLOS:	*				*				*				C			

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	28	0	151	0	0	0	0		285	37	107		214	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:	28	0	151	0	0	0	0		285	37	107		214	0		
Added Vol:	0	0	0	0	0	0	0		-2	0	0		-2	0		
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0		
Initial Fut:	28	0	151	0	0	0	0		283	37	107		212	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		
PHF Volume:	28	0	151	0	0	0	0		283	37	107		212	0		
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0		
Final Vol.:	28	0	151	0	0	0	0		283	37	107		212	0		
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	728	xxxx		302	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		320	xxxx	xxxxx	
Potent Cap.:	394	xxxx		743	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1251	xxxx	xxxxx	
Move Cap.:	366	xxxx		743	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1251	xxxx	xxxxx	
Volume/Cap:	0.08	xxxx		0.20	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	640	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	12.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	12.8				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 13.8 Worst Case Level Of Service: C[23.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	199	73	0		0	72	301		263	0	468		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		
Initial Bse:	199	73	0		0	72	301		263	0	468		0	0		
Added Vol:	-2	0	0		0	0	0		0	0	-2		0	0		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		
Initial Fut:	197	73	0		0	72	301		263	0	466		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		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		
PHF Volume:	197	73	0		0	72	301		263	0	466		0	0		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		
Final Vol.:	197	73	0		0	72	301		263	0	466		0	0		
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	373	xxxx	xxxxx		xxxx	xxxx	xxxxx		690	xxxx		223	xxxx	xxxx	xxxxx	
Potent Cap.:	1197	xxxx	xxxxx		xxxx	xxxx	xxxxx		414	xxxx		822	xxxx	xxxx	xxxxx	
Move Cap.:	1197	xxxx	xxxxx		xxxx	xxxx	xxxxx		355	xxxx		822	xxxx	xxxx	xxxxx	
Volume/Cap:	0.16	xxxx	xxxx		xxxx	xxxx	xxxx		0.74	xxxx		0.57	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		5.7	xxxx		3.6	xxxx	xxxx	xxxxx	
Control Del:	8.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		39.1	xxxx		15.0	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		E	*		B	*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				23.6				xxxxxx			
ApproachLOS:	*				*				C				*			

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	630	35		294	793	7		5	31	8		38	13	121	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	630	35		294	793	7		5	31	8		38	13	121	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	628	35		294	790	7		5	31	8		38	13	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	628	35		294	790	7		5	31	8		38	13	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	628	35		294	790	7		5	31	8		38	13	121	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	628	35		294	790	7		5	31	8		38	13	121	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.89	0.11		1.00	1.98	0.02		0.11	0.71	0.18		0.22	0.08	0.70	
Final Sat.:	1425	2700	150		1425	2825	25		162	1004	259		315	108	1002	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.21	0.28	0.28		0.03	0.03	0.03		0.12	0.12	0.12	
Crit Vol:		332			294				5						172	
Crit Moves:		****			****				****						****	

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[46.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	662	114		175	740	0		0	0	0		52	0	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	662	114		175	740	0		0	0	0		52	0	64	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	660	114		175	737	0		0	0	0		52	0	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	660	114		175	737	0		0	0	0		52	0	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	660	114		175	737	0		0	0	0		52	0	64	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		774	xxxx	xxxxx		xxxx	xxxx	xxxxx		1436	xxxx	387	
Potent Cap.:	xxxx	xxxx	xxxxx		851	xxxx	xxxxx		xxxx	xxxx	xxxxx		127	xxxx	617	
Move Cap.:	xxxx	xxxx	xxxxx		851	xxxx	xxxxx		xxxx	xxxx	xxxxx		107	xxxx	617	
Volume/Cap:	xxxx	xxxx	xxxx		0.21	xxxx	xxxx		xxxx	xxxx	xxxx		0.49	xxxx	0.10	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	196	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	46.9	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				46.9			
ApproachLOS:	*				*				*				E			

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	159		411		191	66		313		49	109		112		171	115		88		435
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	159		411		191	66		313		49	109		112		171	115		88		435
Added Vol:	0		-2		0	0		-3		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	159		409		191	66		310		49	109		112		171	115		88		435
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	159		409		191	66		310		49	109		112		171	115		88		435
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	159		409		191	66		310		49	109		112		171	115		88		435
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	159		409		191	66		310		49	109		112		171	115		88		435
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	1.36		0.64		1.00	1.73		0.27		1.00	1.00		1.00		1.00	0.17		0.83	
Final Sat.:	1375	1875		875		1375	2375		375		1375	1375		1375		1375	231		1144	
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.22		0.22		0.05	0.13		0.13		0.08	0.08		0.12		0.08	0.38		0.38	
Crit Vol:		300				66					109						523			
Crit Moves:		****				****					****						****			

APPENDIX H

YEAR 2025 PLUS PROJECT (WITHOUT DOMINGUEZ ROAD) LOS WORKSHEETS

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	81	295	466	168	403	60	31	198	60	353	215	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	295	466	168	403	60	31	198	60	353	215	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	295	466	168	403	60	31	198	60	353	215	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	295	466	168	403	60	31	198	60	353	215	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	295	466	168	403	60	31	198	60	353	215	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	81	295	466	168	403	60	31	198	60	388	215	94
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	1.74	0.26	1.00	1.53	0.47	1.29	0.71	1.00
Final Sat.:	1375	2750	1375	1375	2394	356	1375	2110	640	1770	980	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.34	0.12	0.17	0.17	0.02	0.09	0.09	0.22	0.22	0.07
Crit Vol:			466	168					129		302	
Crit Moves:			****	****					****		****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	21	10	9	383	7	191	168	976	12	6	1070	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	10	9	383	7	191	168	976	12	6	1070	753
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	10	9	383	7	191	168	976	12	6	1070	753
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	10	9	383	7	191	168	976	12	6	1070	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	10	9	383	7	191	168	976	12	6	1070	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	21	10	9	421	7	191	168	976	12	6	1070	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	724	651	2705	45	1375	1375	2717	33	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.16	0.16	0.14	0.12	0.36	0.36	0.00	0.39	0.00
Crit Vol:	21				214		168				535	
Crit Moves:	****				****		****				****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	0	0	0		241	2	405		0	929	442		372	1424	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		241	2	405		0	929	442		372	1424	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		241	2	405		0	929	442		372	1424	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		241	2	405		0	929	442		372	1424	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		241	2	405		0	929	442		372	1424	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		241	2	405		0	929	442		372	1424	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1425	7	1418		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.29	0.29		0.00	0.33	0.31		0.26	0.50	0.00	
Crit Vol:		0					407			464			372			
Crit Moves:							****			****			****			

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	1	1	0
Volume Module:																
Base Vol:	679	2	789		0	0	0		338	832	0		0	1117	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	679	2	789		0	0	0		338	832	0		0	1117	83	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	679	2	789		0	0	0		338	832	0		0	1117	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	679	2	789		0	0	0		338	832	0		0	1117	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	679	2	789		0	0	0		338	832	0		0	1117	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	747	2	868		0	0	0		338	832	0		0	1117	83	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.38	0.01	1.61		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.86	0.14	
Final Sat.:	1975	5	2295		0	0	0		1425	2850	0		0	2653	197	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.38	0.38		0.00	0.00	0.00		0.24	0.29	0.00		0.00	0.42	0.42	
Crit Vol:		539					0			338				600		
Crit Moves:		****								****				****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	31	139	63		43	34	119		143	338	44		109	536	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	139	63		43	34	119		143	338	44		109	536	167	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	139	63		43	34	119		143	338	44		109	536	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	139	63		43	34	119		143	338	44		109	536	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	139	63		43	34	119		143	338	44		109	536	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	31	139	63		43	34	119		143	338	44		109	536	167	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.38	0.62		1.00	1.00	1.00		1.00	0.88	0.12		1.00	1.00	1.00	
Final Sat.:	1425	1961	889		1425	1425	1425		1425	1261	164		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.07		0.03	0.02	0.08		0.10	0.27	0.27		0.08	0.38	0.12	
Crit Vol:			101		43				143					536		
Crit Moves:			****		****				****					****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[13.1]

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:	1	0 2	0	0	0	0 1	1	0	1	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	158	162	0		0	382	57		47	0	116		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:	158	162	0		0	382	57		47	0	116		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	162	0		0	382	57		47	0	116		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	162	0		0	382	57		47	0	116		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	158	162	0		0	382	57		47	0	116		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	439	xxxx	xxxxx		xxxx	xxxx	xxxxx		807	xxxx	220		xxxx	xxxx	xxxxx	
Potent Cap.:	1132	xxxx	xxxxx		xxxx	xxxx	xxxxx		323	xxxx	791		xxxx	xxxx	xxxxx	
Move Cap.:	1132	xxxx	xxxxx		xxxx	xxxx	xxxxx		288	xxxx	791		xxxx	xxxx	xxxxx	
Volume/Cap:	0.14	xxxx	xxxx		xxxx	xxxx	xxxx		0.16	xxxx	0.15		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		C	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	791		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.5		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.3		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	B		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				13.1				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	349	627	271	34	1099	299	90	175	118	323	302	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	627	271	34	1099	299	90	175	118	323	302	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	627	271	34	1099	299	90	175	118	323	302	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	627	271	34	1099	299	90	175	118	323	302	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	627	271	34	1099	299	90	175	118	323	302	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	349	627	271	34	1099	299	90	175	118	323	302	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.20	0.02	0.40	0.22	0.07	0.13	0.09	0.23	0.22	0.03
Crit Vol:	349				550			175		323		
Crit Moves:	****				****			****		****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	893	107	188	1312	0	0	0	58	264	0	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	893	107	188	1312	0	0	0	58	264	0	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	893	107	188	1312	0	0	0	58	264	0	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	893	107	188	1312	0	0	0	58	264	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	893	107	188	1312	0	0	0	58	264	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	893	107	188	1312	0	0	0	58	264	0	274
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	2.68	0.32	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3818	457	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.13	0.31	0.00	0.00	0.00	0.04	0.19	0.00	0.19
Crit Vol:		333		188					58	264		
Crit Moves:		****		****					****	****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	279	913	57	130	1243	190	126	16	45	110	30	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	913	57	130	1243	190	126	16	45	110	30	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	913	57	130	1243	190	126	16	45	110	30	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	913	57	130	1243	190	126	16	45	110	30	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	913	57	130	1243	190	126	16	45	110	30	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	279	913	57	130	1243	190	126	16	50	110	30	56
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	2.60	0.40	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3883	242	1375	3578	547	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.24	0.09	0.35	0.35	0.09	0.01	0.02	0.08	0.02	0.04
Crit Vol:	279			478			126					56
Crit Moves:	****			****			****					****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	65	1097	241	0	1415	53	22	0	23	830	19	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1097	241	0	1415	53	22	0	23	830	19	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1097	241	0	1415	53	22	0	23	830	19	198
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1097	0	0	1415	53	22	0	23	830	19	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1097	0	0	1415	53	22	0	23	830	19	198
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	65	1097	0	0	1415	53	22	0	25	913	19	218
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.16	1.84
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	229	2621
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.00	0.33	0.04	0.02	0.00	0.01	0.32	0.08	0.08
Crit Vol:	65			472			22			457		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 4	0	1	2	0 2	0	1	2	0 2	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	1316	135		118	1396	392		386	186	279		58	0	105	
Growth Adj:	1.00	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	1316	135		118	1396	392		386	186	279		58	0	105	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-36	
Initial Fut:	0	1316	135		118	1396	392		386	186	279		58	0	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1316	135		118	1396	0		386	186	279		58	0	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1316	135		118	1396	0		386	186	279		58	0	69	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1316	135		130	1396	0		425	186	279		58	0	69	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.09		0.05	0.49	0.00		0.15	0.07	0.20		0.04	0.00	0.05	
Crit Vol:		329				698					279				69	
Crit Moves:						****					****				****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 3	0	0	0	0 0	0	0	2	0 0	0	2
Volume Module:																
Base Vol:	0	1290	60		146	1583	0		0	0	0		178	0	40	
Growth Adj:	1.00	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	1290	60		146	1583	0		0	0	0		178	0	40	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1290	60		146	1583	0		0	0	0		178	0	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1290	60		146	1583	0		0	0	0		178	0	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1290	60		146	1583	0		0	0	0		178	0	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	1290	60		146	1583	0		0	0	0		196	0	44	
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	2.87	0.13		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	4085	190		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.32		0.10	0.37	0.00		0.00	0.00	0.00		0.07	0.00	0.02	
Crit Vol:		450				146					0			98		
Crit Moves:		****				****								****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	594	845	46	148	1028	266	285	206	350	85	522	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	845	46	148	1028	266	285	206	350	85	522	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	845	46	148	1028	266	285	206	350	85	522	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	845	46	148	1028	266	285	206	350	85	522	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	845	46	148	1028	266	285	206	350	85	522	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	653	845	46	163	1028	266	314	206	350	94	522	239
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1886	864
Capacity Analysis Module:												
Vol/Sat:	0.24	0.20	0.03	0.06	0.25	0.19	0.11	0.07	0.25	0.03	0.28	0.28
Crit Vol:	327				343		157				381	
Crit Moves:	****				****		****				****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	6	339	112	659	501	5	11	70	22	84	15	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	339	112	659	501	5	11	70	22	84	15	584
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	339	112	659	501	5	11	70	22	84	15	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	339	112	659	501	5	11	70	22	84	15	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	339	112	659	501	5	11	70	22	84	15	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	339	112	659	501	5	11	70	22	84	15	584
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	0.99	0.01	0.11	0.68	0.21	0.85	0.15	1.00
Final Sat.:	1500	1127	373	1500	1485	15	160	1019	320	1273	227	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.44	0.34	0.34	0.07	0.07	0.07	0.07	0.07	0.39
Crit Vol:			451	659			11					584
Crit Moves:			****	****			****					****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	0 1	0	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	183	543		49	16	279		623	205		53	153	32		82	34
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	183	543		49	16	279		623	205		53	153	32		82	34
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	183	543		49	16	279		623	205		53	153	32		82	34
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	183	543		49	16	279		0	205		53	153	32		82	34
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	183	543		49	16	279		0	205		53	153	32		82	34
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	183	543		49	16	279		0	205		53	153	32		82	34
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.83		0.17	1.00	1.00		1.00	0.79		0.21	1.00	1.00		0.71	0.29
Final Sat.:	1425	2614		236	1425	1425		1425	1132		293	1425	1425		1007	418
Capacity Analysis Module:																
Vol/Sat:	0.13	0.21		0.21	0.01	0.20		0.00	0.18		0.18	0.11	0.02		0.08	0.08
Crit Vol:	183					279			205							116
Crit Moves:	****					****			****							****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

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

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: D[30.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	419		131	104	358		0	0		0	0	194		0	359
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	419		131	104	358		0	0		0	0	194		0	359
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	419		131	104	358		0	0		0	0	194		0	359
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	419		131	104	358		0	0		0	0	194		0	359
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	419		131	104	358		0	0		0	0	194		0	359
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.4		xxxx	6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	550	xxxx		xxxxx	xxxx		xxxx	xxxxx	985		xxxx	419
Potent Cap.:	xxxx	xxxx		xxxxx	1030	xxxx		xxxxx	xxxx		xxxx	xxxxx	277		xxxx	638
Move Cap.:	xxxx	xxxx		xxxxx	1030	xxxx		xxxxx	xxxx		xxxx	xxxxx	255		xxxx	638
Volume/Cap:	xxxx	xxxx		xxxx	0.10	xxxx		xxxx	xxxx		xxxx	xxxx	0.76		xxxx	0.56
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxx		xxxx	xxxxx	5.5		xxxx	3.5
Control Del:	xxxxx	xxxx		xxxxx	8.9	xxxx		xxxxx	xxxxx		xxxx	xxxxx	53.4		xxxx	17.6
LOS by Move:	*	*		*	A	*		*	*		*	*	F		*	C
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	8.9	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	A	*		*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				30.2			
ApproachLOS:	*				*				*				D			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 29.6 Worst Case Level Of Service: F[85.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:			Include						Include						Include						Include			
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	210	0	209				0	0	0				0	160	127				158	384	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:	210	0	209				0	0	0				0	160	127				158	384	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	210	0	209				0	0	0				0	160	127				158	384	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	210	0	209				0	0	0				0	160	127				158	384	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	210	0	209				0	0	0				0	160	127				158	384	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	924	xxxx	224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										287	xxxx	xxxxx			
Potent Cap.:	302	xxxx	821	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1287	xxxx	xxxxx			
Move Cap.:	271	xxxx	821	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1287	xxxx	xxxxx			
Volume/Cap:	0.78	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.12	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	407	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Shrd ConDel:	xxxxx	85.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.2	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*										A	*	*			
ApproachDel:	85.2			xxxxxx			xxxxxx												xxxxxx					
ApproachLOS:	F			*			*												*					

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 79.1 Worst Case Level Of Service: F[304.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	510	88	0				0	146	274				165	0	168				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:	510	88	0				0	146	274				165	0	168				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	510	88	0				0	146	274				165	0	168				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	510	88	0				0	146	274				165	0	168				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	510	88	0				0	146	274				165	0	168				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	420	xxxx	xxxxx	xxxx	xxxx	xxxxx							1391	xxxx	283	xxxx	xxxx	xxxxx						
Potent Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx							158	xxxx	761	xxxx	xxxx	xxxxx						
Move Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx							80	xxxx	761	xxxx	xxxx	xxxxx						
Volume/Cap:	0.44	xxxx	xxxx	xxxx	xxxx	xxxx							2.06	xxxx	0.22	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							14.8	xxxx	0.8	xxxx	xxxx	xxxxx						
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							603.7	xxxx	11.1	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*							F	*	B	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	B	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									304.7			xxxxxx								
ApproachLOS:	*			*									F			*								

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	4	587	17		231	893	76		10	16	4		63	36	353	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	587	17		231	893	76		10	16	4		63	36	353	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	587	17		231	893	76		10	16	4		63	36	353	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	587	17		231	893	76		10	16	4		63	36	353	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	587	17		231	893	76		10	16	4		63	36	353	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	587	17		231	893	76		10	16	4		63	36	353	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	1.84	0.16		0.33	0.54	0.13		0.14	0.08	0.78	
Final Sat.:	1425	2770	80		1425	2626	224		475	760	190		199	113	1113	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.16	0.34	0.34		0.02	0.02	0.02		0.32	0.32	0.32	
Crit Vol:			302		231				10						452	
Crit Moves:			****		****				****						****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 42.0 Worst Case Level Of Service: F[305.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	557	15		202	1164	0		0	0	0		114	0	188	
Growth Adj:	1.00	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	557	15		202	1164	0		0	0	0		114	0	188	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	557	15		202	1164	0		0	0	0		114	0	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	557	15		202	1164	0		0	0	0		114	0	188	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	557	15		202	1164	0		0	0	0		114	0	188	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		572	xxxx	xxxxx		xxxx	xxxx	xxxxx		1551	xxxx	286	
Potent Cap.:	xxxx	xxxx	xxxxx		1011	xxxx	xxxxx		xxxx	xxxx	xxxxx		106	xxxx	717	
Move Cap.:	xxxx	xxxx	xxxxx		1011	xxxx	xxxxx		xxxx	xxxx	xxxxx		90	xxxx	717	
Volume/Cap:	xxxx	xxxx	xxxx		0.20	xxxx	xxxx		xxxx	xxxx	xxxx		1.27	xxxx	0.26	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	198	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	19.0	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	305	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				305.0			
ApproachLOS:	*				*				*				F			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	316	369		79		134	542		0		268	148		279		170	260		216	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	316	369		79		134	542		0		268	148		279		170	260		216	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	316	369		79		134	542		0		268	148		279		170	260		216	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	316	369		79		134	542		0		268	148		279		170	260		216	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	316	369		79		134	542		0		268	148		279		170	260		216	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	316	369		79		134	542		0		268	148		279		170	260		216	
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	1.65		0.35		1.00	2.00		0.00		1.00	1.00		1.00		1.00	0.55		0.45	
Final Sat.:	1375	2265		485		1375	2750		0		1375	1375		1375		1375	751		624	
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.16		0.16		0.10	0.20		0.00		0.19	0.11		0.20		0.12	0.35		0.35	
Crit Vol:	316						271				268						476			
Crit Moves:	****						****				****						****			

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	65	431	467	100	509	30	86	271	67	557	198	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	431	467	100	509	30	86	271	67	557	198	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	431	467	100	509	30	86	271	67	557	198	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	431	467	100	509	30	86	271	67	557	198	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	431	467	100	509	30	86	271	67	557	198	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	65	431	467	100	509	30	86	271	67	613	198	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.60	0.40	1.51	0.49	1.00
Final Sat.:	1375	2750	1375	1375	2597	153	1375	2205	545	2078	672	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.34	0.07	0.20	0.20	0.06	0.12	0.12	0.29	0.29	0.13
Crit Vol:			467	100					169		405	
Crit Moves:			****	****					****		****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	22	12	38	659	14	431	334	1243	27	38	1001	685
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	12	38	659	14	431	334	1243	27	38	1001	685
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	12	38	659	14	431	334	1243	27	38	1001	685
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	22	12	38	659	14	431	334	1243	27	38	1001	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	12	38	659	14	431	334	1243	27	38	1001	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	22	12	38	725	14	431	334	1243	27	38	1001	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.96	0.04	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	330	1045	2698	52	1375	1375	2692	58	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.27	0.27	0.31	0.24	0.46	0.46	0.03	0.36	0.00
Crit Vol:		50				431	334				501	
Crit Moves:		****				****	****				****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.211
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		1	0	0	1	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0		0		0		110		3		419		0		1235		711		592		1299		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		110		3		419		0		1235		711		592		1299		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		110		3		419		0		1235		711		592		1299		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		110		3		419		0		1235		711		592		1299		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		110		3		419		0		1235		711		592		1299		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	0		0		0		110		3		419		0		1235		711		592		1299		0	
Saturation Flow Module:																								
Sat/Lane:	1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		0.00		1.00		0.01		0.99		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	0		0		0		1425		10		1415		0		2850		1425		1425		2850		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.08		0.30		0.30		0.00		0.43		0.50		0.42		0.46		0.00	
Crit Vol:			0						422								711		592					
Crit Moves:									****								****		****					

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1!	0	1		0	0	0	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	526		1		640		0		0		0		323		1022		0		0		1365		134	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	526		1		640		0		0		0		323		1022		0		0		1365		134	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	526		1		640		0		0		0		323		1022		0		0		1365		134	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	526		1		640		0		0		0		323		1022		0		0		1365		134	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	526		1		640		0		0		0		323		1022		0		0		1365		134	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.10		1.00		1.10		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	579		1		704		0		0		0		323		1022		0		0		1365		134	
Saturation Flow Module:																								
Sat/Lane:	1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425		1425	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.35		0.01		1.64		0.00		0.00		0.00		1.00		2.00		0.00		0.00		1.82		0.18	
Final Sat.:	1927		3		2345		0		0		0		1425		2850		0		0		2595		255	
Capacity Analysis Module:																								
Vol/Sat:	0.30		0.30		0.30		0.00		0.00		0.00		0.23		0.36		0.00		0.00		0.53		0.53	
Crit Vol:	428										0		323								750			
Crit Moves:	****												****								****			

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	27	52	82		111	128	226		78	750	36		49	513	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	52	82		111	128	226		78	750	36		49	513	51	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	27	52	82		111	128	226		78	750	36		49	513	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	52	82		111	128	226		78	750	36		49	513	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	52	82		111	128	226		78	750	36		49	513	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	27	52	82		111	128	226		78	750	36		49	513	51	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.05		1.00	1.00	1.00	
Final Sat.:	1425	1425	1425		1425	1425	1425		1425	1360	65		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.06		0.08	0.09	0.16		0.05	0.55	0.55		0.03	0.36	0.04	
Crit Vol:	27						226			786	49					
Crit Moves:	****						****			****	****					

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[15.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	70	491	0		0	371	54		106	0	131		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:	70	491	0		0	371	54		106	0	131		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	70	491	0		0	371	54		106	0	131		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	491	0		0	371	54		106	0	131		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	70	491	0		0	371	54		106	0	131		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	425	xxxx	xxxxx		xxxx	xxxx	xxxxx		784	xxxx	213		xxxx	xxxx	xxxxx	
Potent Cap.:	1145	xxxx	xxxxx		xxxx	xxxx	xxxxx		335	xxxx	799		xxxx	xxxx	xxxxx	
Move Cap.:	1145	xxxx	xxxxx		xxxx	xxxx	xxxxx		319	xxxx	799		xxxx	xxxx	xxxxx	
Volume/Cap:	0.06	xxxx	xxxx		xxxx	xxxx	xxxx		0.33	xxxx	0.16		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.4	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		21.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		C	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	799		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.6		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.4		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	B		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				15.5				xxxxxx			
ApproachLOS:	*				*				C				*			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	212	1198	340	28	846	153	313	388	286	377	275	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1198	340	28	846	153	313	388	286	377	275	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1198	340	28	846	153	313	388	286	377	275	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1198	340	28	846	153	313	388	286	377	275	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1198	340	28	846	153	313	388	286	377	275	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	1198	340	28	846	153	313	388	286	377	275	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.44	0.25	0.02	0.31	0.11	0.23	0.28	0.21	0.27	0.20	0.03
Crit Vol:		599			28			388		377		
Crit Moves:		****			****			****		****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1208	307	321	1137	0	0	0	87	195	0	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1208	307	321	1137	0	0	0	87	195	0	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1208	307	321	1137	0	0	0	87	195	0	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1208	307	321	1137	0	0	0	87	195	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1208	307	321	1137	0	0	0	87	195	0	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1208	307	321	1137	0	0	0	87	195	0	284
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	2.39	0.61	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3409	866	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.23	0.27	0.00	0.00	0.00	0.06	0.14	0.00	0.20
Crit Vol:		505			321				87	195		
Crit Moves:		****			****				****	****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	159	1116		54	90	1148		191	358		31	302	97		22	49
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	159	1116		54	90	1148		191	358		31	302	97		22	49
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	159	1116		54	90	1148		191	358		31	302	97		22	49
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	159	1116		54	90	1148		191	358		31	302	97		22	49
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	159	1116		54	90	1148		191	358		31	302	97		22	49
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.10	1.00		1.00	1.00
Final Vol.:	159	1116		54	90	1148		191	358		31	332	97		22	49
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375		1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.86		0.14	1.00	2.57		0.43	1.00		1.00	2.00	1.00		1.00	1.00
Final Sat.:	1375	3935		190	1375	3537		588	1375		1375	2750	1375		1375	1375
Capacity Analysis Module:																
Vol/Sat:	0.12	0.28		0.28	0.07	0.32		0.32	0.26		0.02	0.12	0.07		0.02	0.04
Crit Vol:	159					446			358							49
Crit Moves:	****					****			****							****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	55	1138		407	0	1487		52	82		0	152	692		16	128
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	55	1138		407	0	1487		52	82		0	152	692		16	128
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	55	1138		407	0	1487		52	82		0	152	692		16	128
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	55	1138		0	0	1487		52	82		0	152	692		16	128
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	55	1138		0	0	1487		52	82		0	152	692		16	128
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.10	1.10		1.00	1.10
Final Vol.:	55	1138		0	0	1487		52	82		0	167	761		16	141
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	0.00	3.00		1.00	1.00		0.00	2.00	2.00		0.20	1.80
Final Sat.:	1425	4275		1425	0	4275		1425	1425		0	2850	2850		291	2559
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27		0.00	0.00	0.35		0.04	0.06		0.00	0.06	0.27		0.06	0.06
Crit Vol:	55					496						84	381			
Crit Moves:	****					****						****	****			

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 4	0	1	2	0 2	0	1	2	0 2	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	1642	226		230	1277	558		261	233	69		259	0	504	
Growth Adj:	1.00	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	1642	226		230	1277	558		261	233	69		259	0	504	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-168	
Initial Fut:	0	1642	226		230	1277	558		261	233	69		259	0	336	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1642	226		230	1277	0		261	233	69		259	0	336	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1642	226		230	1277	0		261	233	69		259	0	336	
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		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1642	226		253	1277	0		287	233	69		259	0	336	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.16		0.09	0.45	0.00		0.10	0.08	0.05		0.18	0.00	0.24	
Crit Vol:		411				639			144						336	
Crit Moves:						****			****						****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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	1623	122		260	1324	0		0	0	0		459	0	142	
Growth Adj:	1.00	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	1623	122		260	1324	0		0	0	0		459	0	142	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1623	122		260	1324	0		0	0	0		459	0	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1623	122		260	1324	0		0	0	0		459	0	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1623	122		260	1324	0		0	0	0		459	0	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.10	
Final Vol.:	0	1623	122		260	1324	0		0	0	0		505	0	156	
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	2.79	0.21		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3976	299		1425	4275	0		0	0	0		2850	0	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.41		0.18	0.31	0.00		0.00	0.00	0.00		0.18	0.00	0.05	
Crit Vol:			582		260						0		252			
Crit Moves:			****		****								****			

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	346	1287	119	328	1241	193	363	538	465	64	300	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	1287	119	328	1241	193	363	538	465	64	300	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	1287	119	328	1241	193	363	538	465	64	300	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	1287	119	328	1241	193	363	538	465	64	300	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1287	119	328	1241	193	363	538	465	64	300	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	381	1287	119	361	1241	193	399	538	465	70	300	119
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1969	781
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.09	0.13	0.30	0.14	0.15	0.20	0.34	0.03	0.15	0.15
Crit Vol:		429		180					465	35		
Crit Moves:		****		****					****	****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.228
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	585	116	467	531	10	7	11	9	93	12	667
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	585	116	467	531	10	7	11	9	93	12	667
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	585	116	467	531	10	7	11	9	93	12	667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	585	116	467	531	10	7	11	9	93	12	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	585	116	467	531	10	7	11	9	93	12	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	585	116	467	531	10	7	11	9	93	12	667
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	0.98	0.02	0.26	0.41	0.33	0.89	0.11	1.00
Final Sat.:	1500	1252	248	1500	1472	28	389	611	500	1329	171	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.31	0.36	0.36	0.02	0.02	0.02	0.07	0.07	0.44
Crit Vol:			701	467			7					667
Crit Moves:			****	****			****					****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	169	502	195	31	257	431	89	45	130	161	50	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	502	195	31	257	431	89	45	130	161	50	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	502	195	31	257	431	89	45	130	161	50	51
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	502	195	31	257	0	89	45	130	161	50	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	502	195	31	257	0	89	45	130	161	50	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	502	195	31	257	0	89	45	130	161	50	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	0.66	0.34	1.00	1.00	0.50	0.50
Final Sat.:	1425	2053	797	1425	1425	1425	946	479	1425	1425	705	720
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.02	0.18	0.00	0.09	0.09	0.09	0.11	0.07	0.07
Crit Vol:	169				257			134		161		
Crit Moves:	****				****			****		****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

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

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: D[27.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	532	112	125	359	0	0	0	0	109	0	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	532	112	125	359	0	0	0	0	109	0	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	532	112	125	359	0	0	0	0	109	0	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	532	112	125	359	0	0	0	0	109	0	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	532	112	125	359	0	0	0	0	109	0	363
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	1141	xxxx	532
Potent Cap.:	xxxx	xxxx	xxxxx	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	551
Move Cap.:	xxxx	xxxx	xxxxx	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	200	xxxx	551
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.66
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.9	xxxx	4.8
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	42.8	xxxx	23.2
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.7		
ApproachLOS:	*			*			*			D		

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[68.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	139	0	121		0	0	0		0	350	223		203	215	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	139	0	121		0	0	0		0	350	223		203	215	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	139	0	121		0	0	0		0	350	223		203	215	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	139	0	121		0	0	0		0	350	223		203	215	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	139	0	121		0	0	0		0	350	223		203	215	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1083	xxxx	462		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		573	xxxx	xxxxx	
Potent Cap.:	243	xxxx	604		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1010	xxxx	xxxxx	
Move Cap.:	200	xxxx	604		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1010	xxxx	xxxxx	
Volume/Cap:	0.69	xxxx	0.20		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.20	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	291	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	8.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.7	xxxx	xxxxx	
Shrd ConDel:	xxxxx	68.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.5	xxxx	xxxxx	
Shared LOS:	*	F	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	68.0				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				*				*				*			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 17.2 Worst Case Level Of Service: D[27.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	286	103	0		0	81	174		214	0	621		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:	286	103	0		0	81	174		214	0	621		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	286	103	0		0	81	174		214	0	621		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	286	103	0		0	81	174		214	0	621		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	286	103	0		0	81	174		214	0	621		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	255	xxxx	xxxxx		xxxx	xxxx	xxxxx		843	xxxx	168		xxxx	xxxx	xxxxx	
Potent Cap.:	1322	xxxx	xxxxx		xxxx	xxxx	xxxxx		337	xxxx	881		xxxx	xxxx	xxxxx	
Move Cap.:	1322	xxxx	xxxxx		xxxx	xxxx	xxxxx		270	xxxx	881		xxxx	xxxx	xxxxx	
Volume/Cap:	0.22	xxxx	xxxx		xxxx	xxxx	xxxx		0.79	xxxx	0.70		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		6.1	xxxx	6.0		xxxx	xxxx	xxxxx	
Control Del:	8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		55.0	xxxx	18.2		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		F	*	C		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				27.6				xxxxxx			
ApproachLOS:	*				*				D				*			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	1057		72	371	792		10	54		31	4	15		5	227
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	2	1057		72	371	792		10	54		31	4	15		5	227
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	2	1057		72	371	792		10	54		31	4	15		5	227
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	2	1057		72	371	792		10	54		31	4	15		5	227
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	2	1057		72	371	792		10	54		31	4	15		5	227
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	2	1057		72	371	792		10	54		31	4	15		5	227
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.87		0.13	1.00	1.98		0.02	0.61		0.35	0.04	0.06		0.02	0.92
Final Sat.:	1425	2668		182	1425	2814		36	865		496	64	87		29	1310
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40		0.40	0.26	0.28		0.28	0.06		0.06	0.06	0.17		0.17	0.17
Crit Vol:				565	371				54				247			
Crit Moves:				****	****				****				****			

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 75.0 Worst Case Level Of Service: F[840.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1221		114	265	775		0	0		0	0	52		0	174
Growth Adj:	1.00	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	1221		114	265	775		0	0		0	0	52		0	174
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1221		114	265	775		0	0		0	0	52		0	174
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	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	1221		114	265	775		0	0		0	0	52		0	174
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1221		114	265	775		0	0		0	0	52		0	174
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1335	xxxx		xxxxx	xxxx		xxxx	xxxxx	2196	xxxx		668
Potent Cap.:	xxxx	xxxx		xxxxx	523	xxxx		xxxxx	xxxx		xxxx	xxxxx	39	xxxx		406
Move Cap.:	xxxx	xxxx		xxxxx	523	xxxx		xxxxx	xxxx		xxxx	xxxxx	24	xxxx		406
Volume/Cap:	xxxx	xxxx		xxxx	0.51	xxxx		xxxx	xxxx		xxxx	xxxx	2.20	xxxx		0.43
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	2.8	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	18.7	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	C	*		*	*		*	*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	86		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	21.4		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	841		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	F		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				840.9			
ApproachLOS:	*				*				*				F			

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

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	347		415		198	97		296		0	135		216		269	99		133		79
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	347		415		198	97		296		0	135		216		269	99		133		79
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	347		415		198	97		296		0	135		216		269	99		133		79
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	347		415		198	97		296		0	135		216		269	99		133		79
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	347		415		198	97		296		0	135		216		269	99		133		79
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	347		415		198	97		296		0	135		216		269	99		133		79
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		1.35		0.65	1.00		2.00		0.00	1.00		1.00		1.00	1.00		0.63		0.37
Final Sat.:	1375		1862		888	1375		2750		0	1375		1375		1375	1375		863		512
Capacity Analysis Module:																				
Vol/Sat:	0.25		0.22		0.22	0.07		0.11		0.00	0.10		0.16		0.20	0.07		0.15		0.15
Crit Vol:	347					148									269	99				
Crit Moves:	****					****									****	****				

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	24	276	421	110	304	23	56	134	64	326	64	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	276	421	110	304	23	56	134	64	326	64	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	276	421	110	304	23	56	134	64	326	64	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	276	421	110	304	23	56	134	64	326	64	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	276	421	110	304	23	56	134	64	326	64	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	24	276	421	110	304	23	56	134	64	359	64	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.35	0.65	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2557	193	1375	1861	889	2334	416	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.31	0.08	0.12	0.12	0.04	0.07	0.07	0.15	0.15	0.08
Crit Vol:			421	110				99			211	
Crit Moves:			****	****				****			****	

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	16	31	605	22	156	304	717	13	35	530	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	31	605	22	156	304	717	13	35	530	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	31	605	22	156	304	717	13	35	530	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	16	31	605	22	156	304	717	13	35	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	31	605	22	156	304	717	13	35	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	32	16	31	666	22	156	304	717	13	35	530	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	1.94	0.06	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	468	907	2662	88	1375	1375	2701	49	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.25	0.25	0.11	0.22	0.27	0.27	0.03	0.19	0.00
Crit Vol:			47		344		304				265	
Crit Moves:			****		****		****				****	

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	636	2	578	0	1172	99	236	501	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	636	2	578	0	1172	99	236	501	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	636	2	578	0	1172	99	236	501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	636	2	578	0	1172	99	236	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	2	578	0	1172	99	236	501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	636	2	578	0	1172	99	236	501	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.41	0.41	0.00	0.41	0.07	0.17	0.18	0.00
Crit Vol:		0		636				586		236		
Crit Moves:				****				****		****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	26	0	209	0	0	0	313	1494	0	0	711	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	209	0	0	0	313	1494	0	0	711	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	209	0	0	0	313	1494	0	0	711	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	209	0	0	0	313	1494	0	0	711	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	209	0	0	0	313	1494	0	0	711	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	230	0	0	0	313	1494	0	0	711	294
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	2016	834
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.22	0.52	0.00	0.00	0.35	0.35
Crit Vol:			115		0		313					503
Crit Moves:			****				****					****

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	8	27	12		24	29	35		38	535	17		26	273		20
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	8	27	12		24	29	35		38	535	17		26	273		20
Added Vol:	0	0	0		0	0	0		0	0	0		0	0		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	8	27	12		24	29	35		38	535	17		26	273		20
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	8	27	12		24	29	35		38	535	17		26	273		20
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	8	27	12		24	29	35		38	535	17		26	273		20
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	8	27	12		24	29	35		38	535	17		26	273		20
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	1.38	0.62		1.00	1.00	1.00		1.00	0.97	0.03		1.00	1.00		1.00
Final Sat.:	1425	1973	877		1425	1425	1425		1425	1381	44		1425	1425		1425
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.02	0.02		0.03	0.39	0.39		0.02	0.19		0.01
Crit Vol:		20				24				552				26		
Crit Moves:		****				****				****				****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	19	277	0		0	458	27		20	0	40		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:	19	277	0		0	458	27		20	0	40		0	0		0
Added Vol:	0	0	0		0	0	0		0	0	0		0	0		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	19	277	0		0	458	27		20	0	40		0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	19	277	0		0	458	27		20	0	40		0	0		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	19	277	0		0	458	27		20	0	40		0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx		xxxxx
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx		xxxxx
Capacity Module:																
Cnflict Vol:	485	xxxx	xxxxx		xxxx	xxxx	xxxxx		648	xxxx	242		xxxx	xxxx		xxxxx
Potent Cap.:	1088	xxxx	xxxxx		xxxx	xxxx	xxxxx		408	xxxx	764		xxxx	xxxx		xxxxx
Move Cap.:	1088	xxxx	xxxxx		xxxx	xxxx	xxxxx		402	xxxx	764		xxxx	xxxx		xxxxx
Volume/Cap:	0.02	xxxx	xxxx		xxxx	xxxx	xxxx		0.05	xxxx	0.05		xxxx	xxxx		xxxx
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx		xxxxx
Control Del:	8.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		14.4	xxxx	xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	A	*	*		*	*	*		B	*	*		*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	764		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.2		xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.0		xxxxx	xxxx		xxxxx
Shared LOS:	*	*	*		*	*	*		*	*	A		*	*		*
ApproachDel:	xxxxxx				xxxxxx				11.5				xxxxxx			
ApproachLOS:	*				*				B				*			

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

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	57	752	134		31	703	84		51	280	93		191	209	31	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	752	134		31	703	84		51	280	93		191	209	31	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	57	752	134		31	703	84		51	280	93		191	209	31	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	752	134		31	703	84		51	280	93		191	209	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	752	134		31	703	84		51	280	93		191	209	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	57	752	134		31	703	84		51	280	93		191	209	31	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27	0.10		0.02	0.26	0.06		0.04	0.20	0.07		0.14	0.15	0.02	
Crit Vol:	57					352				280			191			
Crit Moves:	****					****				****			****			

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 2	1	0	0	0 0	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	882	51		118	903	0		0	0	14		129	0	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	882	51		118	903	0		0	0	14		129	0	108	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	882	51		118	903	0		0	0	14		129	0	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	882	51		118	903	0		0	0	14		129	0	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	882	51		118	903	0		0	0	14		129	0	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	882	51		118	903	0		0	0	14		129	0	108	
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	1.00		1.00	0.00	1.00	
Final Sat.:	0	4041	234		1425	4275	0		0	0	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.08	0.21	0.00		0.00	0.00	0.01		0.09	0.00	0.08	
Crit Vol:			311		118						14		129			
Crit Moves:			****		****						****		****			

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	1	0 2	1	0	1	0 1
Volume Module:																
Base Vol:	228	723		94	72	751		279	292		19	158	119		20	35
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	228	723		94	72	751		279	292		19	158	119		20	35
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	228	723		94	72	751		279	292		19	158	119		20	35
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	228	723		94	72	751		279	292		19	158	119		20	35
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	228	723		94	72	751		279	292		19	158	119		20	35
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.10	1.00		1.00	1.00
Final Vol.:	228	723		94	72	751		279	292		19	174	119		20	35
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	2.65		0.35	1.00	2.19		0.81	1.00		1.00	2.00	1.00		1.00	1.00
Final Sat.:	1375	3650		475	1375	3008		1117	1375		1375	2750	1375		1375	1375
Capacity Analysis Module:																
Vol/Sat:	0.17	0.20		0.20	0.05	0.25		0.25	0.21		0.01	0.06	0.09		0.01	0.03
Crit Vol:	228					343			292							35
Crit Moves:	****					****			****							****

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	0	0	3	0 1	1	0	0	0 2	2	0	0	1 1
Volume Module:																
Base Vol:	123	1204		595	0	1263		91	144		0	257	506		24	89
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	123	1204		595	0	1263		91	144		0	257	506		24	89
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	123	1204		595	0	1263		91	144		0	257	506		24	89
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	123	1204		0	0	1263		91	144		0	257	506		24	89
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	123	1204		0	0	1263		91	144		0	257	506		24	89
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.10	1.10		1.00	1.10
Final Vol.:	123	1204		0	0	1263		91	144		0	283	557		24	98
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	0.00	3.00		1.00	1.00		0.00	2.00	2.00		0.39	1.61
Final Sat.:	1425	4275		1425	0	4275		1425	1425		0	2850	2850		561	2289
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28		0.00	0.00	0.30		0.06	0.10		0.00	0.10	0.20		0.04	0.04
Crit Vol:	123					421			144				278			
Crit Moves:	****					****			****				****			

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1319	243	297	1049	170	632	392	214	181	0	394
Growth Adj:	1.00	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	1319	243	297	1049	170	632	392	214	181	0	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-152
Initial Fut:	0	1319	243	297	1049	170	632	392	214	181	0	242
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1319	243	297	1049	0	632	392	214	181	0	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1319	243	297	1049	0	632	392	214	181	0	242
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	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1319	243	327	1049	0	695	392	214	181	0	242
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	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.17	0.11	0.37	0.00	0.24	0.14	0.15	0.13	0.00	0.17
Crit Vol:		330			525		348					242
Crit Moves:					****		****					****

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1309	203	283	1224	0	0	0	0	543	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1309	203	283	1224	0	0	0	0	543	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1309	203	283	1224	0	0	0	0	543	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1309	203	283	1224	0	0	0	0	543	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1309	203	283	1224	0	0	0	0	543	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1309	203	283	1224	0	0	0	0	597	0	120
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	2.60	0.40	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3701	574	1425	4275	0	0	0	0	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.20	0.29	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Vol:			504	283					0	299		
Crit Moves:			****	****						****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	236	862		78	226	852		206	269	348		216	94	360		125
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	236	862		78	226	852		206	269	348		216	94	360		125
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	236	862		78	226	852		206	269	348		216	94	360		125
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	236	862		78	226	852		206	269	348		216	94	360		125
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	236	862		78	226	852		206	269	348		216	94	360		125
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.00		1.00
Final Vol.:	260	862		78	249	852		206	296	348		216	103	360		125
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	2.00	2.00		1.00	2.00	1.48		0.52
Final Sat.:	2750	4125		1375	2750	4125		1375	2750	2750		1375	2750	2041		709
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21		0.06	0.09	0.21		0.15	0.11	0.13		0.16	0.04	0.18		0.18
Crit Vol:	130					284			148					243		
Crit Moves:	****					****			****					****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	14	430		110	343	428		6	6	16		9	123	12		318
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	14	430		110	343	428		6	6	16		9	123	12		318
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	14	430		110	343	428		6	6	16		9	123	12		318
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	14	430		110	343	428		6	6	16		9	123	12		318
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	14	430		110	343	428		6	6	16		9	123	12		318
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	14	430		110	343	428		6	6	16		9	123	12		318
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.80		0.20	1.00	0.99		0.01	0.19	0.52		0.29	0.91	0.09		1.00
Final Sat.:	1500	1194		306	1500	1479		21	290	774		435	1367	133		1500
Capacity Analysis Module:																
Vol/Sat:	0.01	0.36		0.36	0.23	0.29		0.29	0.02	0.02		0.02	0.09	0.09		0.21
Crit Vol:		540				343				6						318
Crit Moves:		****				****				****						****

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	0 1	0	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	198	388		88	40	219		225	57	43		76	144	58		60
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	198	388		88	40	219		225	57	43		76	144	58		60
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	198	388		88	40	219		225	57	43		76	144	58		60
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	198	388		88	40	219		0	57	43		76	144	58		60
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	198	388		88	40	219		0	57	43		76	144	58		60
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	198	388		88	40	219		0	57	43		76	144	58		60
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.63		0.37	1.00	1.00		1.00	0.57	0.43		1.00	1.00	0.49		0.51
Final Sat.:	1425	2323		527	1425	1425		1425	812	613		1425	1425	700		725
Capacity Analysis Module:																
Vol/Sat:	0.14	0.17		0.17	0.03	0.15		0.00	0.07	0.07		0.05	0.10	0.08		0.08
Crit Vol:	198					219				100			144			
Crit Moves:	****					****				****			****			

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

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

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[17.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	387		101	112	375		0	0	0		0	93	0		240
Growth Adj:	1.00	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	387		101	112	375		0	0	0		0	93	0		240
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	387		101	112	375		0	0	0		0	93	0		240
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	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	387		101	112	375		0	0	0		0	93	0		240
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	387		101	112	375		0	0	0		0	93	0		240
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	488	xxxx		xxxxx	xxxx	xxxx		xxxxx	986	xxxx		387
Potent Cap.:	xxxx	xxxx		xxxxx	1086	xxxx		xxxxx	xxxx	xxxx		xxxxx	277	xxxx		665
Move Cap.:	xxxx	xxxx		xxxxx	1086	xxxx		xxxxx	xxxx	xxxx		xxxxx	254	xxxx		665
Volume/Cap:	xxxx	xxxx		xxxx	0.10	xxxx		xxxx	xxxx	xxxx		xxxx	0.37	xxxx		0.36
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxx	xxxx		xxxxx	1.6	xxxx		1.6
Control Del:	xxxxx	xxxx		xxxxx	8.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	27.2	xxxx		13.4
LOS by Move:	*	*		*	A	*		*	*	*		*	D	*		B
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	8.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	A	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				17.3			
ApproachLOS:	*				*				*				C			

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

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	0	0	0	0	0	0 1	0	0	1	0	0
Volume Module:																
Base Vol:	28	0	151	0	0	0	0	285	37	107	214	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:	28	0	151	0	0	0	0	285	37	107	214	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	28	0	151	0	0	0	0	285	37	107	214	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	28	0	151	0	0	0	0	285	37	107	214	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	28	0	151	0	0	0	0	285	37	107	214	0				
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	732	xxxx	304	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	322	xxxx	xxxxx				
Potent Cap.:	392	xxxx	741	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1249	xxxx	xxxxx				
Move Cap.:	364	xxxx	741	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1249	xxxx	xxxxx				
Volume/Cap:	0.08	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	638	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				
Shrd ConDel:	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx				
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	B			*			*			*						

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

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: C[23.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	199	73	0	0	72	301	263	0	468	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:	199	73	0	0	72	301	263	0	468	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	199	73	0	0	72	301	263	0	468	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	199	73	0	0	72	301	263	0	468	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	199	73	0	0	72	301	263	0	468	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	694	xxxx	223	xxxx	xxxx	xxxxx				
Potent Cap.:	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	412	xxxx	822	xxxx	xxxx	xxxxx				
Move Cap.:	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	353	xxxx	822	xxxx	xxxx	xxxxx				
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	xxxx	0.57	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.8	xxxx	3.7	xxxx	xxxx	xxxxx				
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39.8	xxxx	15.0	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	E	*	C	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			23.9			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	630	35		294	793	7		5	31	8		38	13	121	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	630	35		294	793	7		5	31	8		38	13	121	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	630	35		294	793	7		5	31	8		38	13	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	630	35		294	793	7		5	31	8		38	13	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	630	35		294	793	7		5	31	8		38	13	121	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	630	35		294	793	7		5	31	8		38	13	121	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.89	0.11		1.00	1.98	0.02		0.11	0.71	0.18		0.22	0.08	0.70	
Final Sat.:	1425	2700	150		1425	2825	25		162	1004	259		315	108	1002	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.21	0.28	0.28		0.03	0.03	0.03		0.12	0.12	0.12	
Crit Vol:		333			294				5						172	
Crit Moves:		****			****				****						****	

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[47.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	662	114		175	740	0		0	0	0		52	0	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	662	114		175	740	0		0	0	0		52	0	64	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	662	114		175	740	0		0	0	0		52	0	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	662	114		175	740	0		0	0	0		52	0	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	662	114		175	740	0		0	0	0		52	0	64	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		776	xxxx	xxxxx		xxxx	xxxx	xxxxx		1439	xxxx	388	
Potent Cap.:	xxxx	xxxx	xxxxx		849	xxxx	xxxxx		xxxx	xxxx	xxxxx		126	xxxx	616	
Move Cap.:	xxxx	xxxx	xxxxx		849	xxxx	xxxxx		xxxx	xxxx	xxxxx		106	xxxx	616	
Volume/Cap:	xxxx	xxxx	xxxx		0.21	xxxx	xxxx		xxxx	xxxx	xxxx		0.49	xxxx	0.10	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	195	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	47.3	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				47.3			
ApproachLOS:	*				*				*				E			

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

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	159	411		191		66	313		49		109	112		171		115	88		435	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	159	411		191		66	313		49		109	112		171		115	88		435	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	159	411		191		66	313		49		109	112		171		115	88		435	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	159	411		191		66	313		49		109	112		171		115	88		435	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	159	411		191		66	313		49		109	112		171		115	88		435	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	159	411		191		66	313		49		109	112		171		115	88		435	
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	1.37		0.63		1.00	1.73		0.27		1.00	1.00		1.00		1.00	0.17		0.83	
Final Sat.:	1375	1877		873		1375	2378		372		1375	1375		1375		1375	231		1144	
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.22		0.22		0.05	0.13		0.13		0.08	0.08		0.12		0.08	0.38		0.38	
Crit Vol:		301				66					109						523			
Crit Moves:		****				****					****						****			

APPENDIX I

YEAR 2025 NO PROJECT (WITH DOMINGUEZ ROAD) TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS)

Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments

Blue Areas = Input areas

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

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

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	565	711	426	155	293	331	809	424
2	368	1,729	0	1,109	571	1,156	0	1,480
3	612	1,944	0	1,156	0	1,074	908	1,729
4	0	1,691	1,225	1,074	459	1,587	0	1,944
5	188	866	336	361	441	266	201	844
6	270	396	319	155	148	156	444	392
7	1,453	806	1,147	222	719	405	1,612	892
8	1,612	681	942	0	1,147	281	1,808	0
9	1,769	0	1,043	80	1,009	0	1,503	381
10	1,503	1,003	1,161	56	1,043	105	2,402	172
11	1,786	153	1,272	684	1,705	435	1,742	13
12	1,742	261	1,447	156	1,197	213	1,799	396
13	1,778	1,061	1,204	1,036	1,466	422	1,440	1,751
14	1,129	503	333	0	701	554	710	0
15	591	0	431	417	578	0	277	585
16	277	459	382	0	431	190	497	0
17	0	657	212	141	0	222	207	581
18	443	0	737	409	177	0	469	943
19	1,128	469	594	19	1,038	199	835	140
20	1,142	431	620	0	800	217	1,176	0
21	756	718	398	439	375	283	1,054	601
22								

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

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

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	377	361	996	404	697	783	484	175
2	1,028	1,221	0	1,686	684	2,047	0	1,205
3	471	1,333	0	2,047	0	1,292	1,337	1,221
4	0	1,019	927	1,292	553	1352	0	1,333
5	515	476	324	1,022	234	1040	498	566
6	369	398	695	549	416	604	704	286
7	991	587	1,813	1,029	1,612	923	1,487	399
8	1487	487	1862	0	1813	738	1285	0
9	1367	0	1449	470	1835	0	1189	262
10	1189	725	1819	297	1449	324	2092	164
11	1577	714	1953	820	2874	655	1442	94
12	1442	630	1930	604	1936	368	1905	398
13	1941	588	1777	1068	1927	1158	1638	651
14	849	377	815	0	1163	405	474	0
15	496	0	619	238	452	0	374	527
16	374	498	534	0	619	214	570	0
17	0	385	203	565	0	625	262	266
18	234	0	516	1034	355	0	875	555
19	1288	217	1024	87	1282	502	804	28
20	1059	291	1398	0	1365	522	861	0
21	379	277	998	649	643	751	504	405
22								

Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments

Project Driveway don't apply factor

AM Peak Hour DIFFERENCE (2025-2001)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	119	0	73	4	0	0	319
2	211	763	0	361	187	358	0	789
3	296	603	0	358	0	416	77	763
4	0	599	202	416	254	360	0	603
5	123	438	232	142	316	56	142	420
6	128	396	201	133	130	156	333	239
7	1,030	300	801	72	539	183	1,069	413
8	1,069	499	659	0	801	235	1,192	0
9	1,160	0	675	65	711	0	950	240
10	950	531	890	56	675	0	1,799	171
11	1,183	153	845	601	1,434	435	1,141	0
12	1,141	261	1,019	156	770	213	1,197	396
13	1,176	685	754	425	1,039	225	916	862
14	442	268	151	0	302	325	234	0
15	324	0	115	302	300	0	146	297
16	146	214	189	0	115	114	319	0
17	0	409	168	103	0	176	59	446
18	314	0	388	209	146	0	197	568
19	873	406	475	8	882	165	628	88
20	879	346	473	0	569	179	950	0
21	371	404	98	210	185	165	434	302
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	94	0	58	3	0	0	252
2	166	603	0	285	148	283	0	624
3	234	477	0	283	0	329	61	603
4	0	473	159	329	200	285	0	477
5	97	346	183	112	249	44	112	332
6	101	313	159	105	103	123	263	189
7	814	237	633	57	426	145	844	326
8	844	394	521	0	633	186	942	0
9	916	0	534	51	562	0	750	189
10	750	420	703	44	534	0	1,421	135
11	935	153	668	475	1,133	435	901	0
12	901	261	805	123	608	213	946	313
13	929	541	596	336	821	178	724	681
14	349	212	119	0	238	257	185	0
15	256	0	91	239	237	0	115	235
16	115	169	149	0	91	90	252	0
17	0	323	132	82	0	139	47	352
18	248	0	307	165	115	0	155	449
19	689	321	375	6	697	131	496	70
20	695	273	374	0	449	141	751	0
21	293	319	78	166	146	130	343	238
22	0	0	0	0	0	0	0	0

PM Peak Hour DIFFERENCE (2025-2001)

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	360	0	132	0	100
2	245	259	0	852	246	705	0	406
3	221	224	0	705	0	548	342	259
4	0	276	18	548	175	443	0	224
5	327	114	208	559	151	505	331	223
6	287	398	483	335	247	604	430	222
7	684	234	1,007	433	1,042	219	987	111
8	987	390	1,043	0	1,007	556	856	0
9	917	0	735	302	1,025	0	749	181
10	749	462	1,152	296	735	133	1,626	164
11	1,111	714	1,229	382	2,207	655	1,038	0
12	1,038	630	1,206	604	1,212	368	1,501	398
13	1,537	364	1,012	483	1,203	803	1,099	292
14	227	117	151	0	251	71	174	0
15	85	0	268	97	129	0	163	157
16	163	90	306	0	268	91	197	0
17	0	306	58	449	0	422	199	192
18	193	0	224	679	237	0	535	326
19	1,049	171	722	56	932	436	618	10
20	722	220	1,088	0	985	407	639	0
21	159	127	254	165	305	342	14	44
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	284	0	104	0	79
2	194	205	0	673	194	557	0	321
3	175	177	0	557	0	433	270	205
4	0	218	14	433	138	350	0	177
5	258	90	164	442	119	399	261	176
6	227	314	382	265	195	477	340	175
7	540	185	796	342	823	173	780	88
8	780	308	824	0	796	439	676	0
9	724	0	581	239	810	0	592	143
10	592	365	910	234	581	105	1,285	130
11	878	714	971	302	1,744	655	820	0
12	820	630	953	477	957	368	1,186	314
13	1,214	288	799	382	950	634	868	231
14	179	92	119	0	198	56	137	0
15	67	0	212	77	102	0	129	124
16	129	71	242	0	212	72	156	0
17	0	242	46	355	0	333	157	152
18	152	0	177	536	187	0	423	258
19	829	135	570	44	736	344	488	8
20	570	174	860	0	778	322	505	0
21	126	100	201	130	241	270	11	35
22	0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments

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

Intersection *Unsignalized Intersection	PM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												PM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Pacific Street/Rocklin Road	41	443	509	34	113	23	122	514	21	595	148	221	657	964	993	170	698	744	1,132	210
2. Granite Road/Rocklin Road	23	14	35	233	676	23	489	16	357	40	745	586	862	1,371	72	932	833	1,200	79	1,125
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	686	516	52	2	258	503	1102	0	312	1,605	0	1,202	0	738	1,021	1,360
4. Rocklin Roadl-80 Eastbound Ramps	548	1	602	211	527	0	0	0	0	0	1057	119	0	1,176	1,151	738	331	1,129	0	1,605
5. Dominguez Road/Pacific Street	25	19	46	27	401	20	38	46	129	28	460	18	213	506	90	448	64	485	94	614
6. Granite Drive/Dominguez Road	30	293	0	60	0	63	0	197	24	0	0	0	221	0	323	123	353	0	260	54
7. Sierra College Boulevard/Taylor Road	120	551	253	152	305	97	26	341	109	207	266	36	476	509	924	554	739	584	645	495
8. Sierra College Boulevard/Brace Road	0	567	99	0	0	87	84	514	0	75	0	92	598	167	666	87	659	183	676	0
9. Sierra College Boulevard/Granite Drive	96	526	72	131	32	178	70	504	67	112	20	35	641	167	694	341	692	174	794	183
10. Sierra College Boulevard/I-80 Westbound Ramp	0	560	38	0	0	0	213	576	0	320	0	159	789	479	598	0	719	251	896	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	334	387	0	211	0	31	0	672	224	0	0	0	896	0	721	242	598	0	703	558
12. Sierra College Boulevard/Dominguez Road	0	805	0	0	0	0	0	703	0	0	0	0	703	0	805	0	805	0	703	0
13. Sierra College Boulevard/Rocklin Road	298	604	52	171	235	404	67	505	78	30	139	30	650	199	954	810	805	354	939	515
14. Taylor Road/Horseshoe Bar Road/	8	476	104	7	12	8	409	409	10	77	13	572	828	662	588	27	1,055	525	494	31
15. Horseshoe Bar Road/I-80 Westbound Ramp	88	373	177	75	46	67	48	202	387	140	50	72	637	262	638	188	520	271	409	525
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	143	0	72	0	64	150	0	0	0	114	57	0	0	171	215	214	0	136	264	200
18. Barton Road/Rocklin Road	153	68	0	61	0	242	0	43	55	0	0	0	98	0	221	303	129	0	285	208
19. Sierra College Boulevard/King Rd	2	487	39	21	14	4	63	298	3	15	4	88	364	107	528	39	596	116	317	9
20. Sierra College Boulevard/English Colony Way	0	559	4	0	0	0	47	314	0	3	0	57	361	60	563	0	616	51	317	0
21. Taylor Road/King Road	362	282	114	67	91	317	28	239	0	95	83	32	267	210	758	475	381	233	651	445
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	606	634	810	276	413	832	817	367
2	581	1,704	40	1,138	855	1,311	25	1,273
3	637	1,678	0	1,315	0	1,106	814	1,709
4	0	1,151	1,466	1,106	457	1,589	0	1,678
5	186	765	333	537	449	444	230	697
6	403	313	335	211	229	123	588	322
7	1,430	672	1,171	360	765	481	1,509	878
8	1,466	537	937	58	1,089	290	1,621	0
9	1,558	197	1,128	171	1,032	202	1,386	434
10	1,414	1,006	1,198	44	1,205	241	2,254	135
11	1,768	153	1,227	796	1,628	435	1,727	392
12	1,727	261	1,403	123	1,206	213	1,772	313
13	1,458	847	1,507	761	1,419	400	1,465	1,291
14	1,171	677	460	103	927	847	611	26
15	925	149	754	422	774	118	463	896
16	458	536	552	0	756	238	552	0
17	0	538	420	285	0	373	276	595
18	418	0	602	335	253	0	314	787
19	1,231	438	585	29	955	265	966	100
20	1,284	314	632	0	743	213	1,273	0
21	676	643	750	715	852	353	1,011	569
22	0	0	0	0	0	0	0	0

AM 2025 FINAL LINK VOLUMES

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	606	634	810	276	413	832	817	367
2	581	1,704	40	1,138	855	1,311	25	1,273
3	637	1,678	0	1,315	0	1,106	814	1,709
4	0	1,151	1,466	1,106	457	1,589	0	1,678
5	186	765	333	537	449	444	230	697
6	403	313	335	211	229	123	588	322
7	1,430	672	1,171	360	765	481	1,509	878
8	1,466	537	937	58	1,089	290	1,621	0
9	1,558	197	1,128	171	1,032	202	1,386	434
10	1,414	1,006	1,198	44	1,205	241	2,254	135
11	1,768	153	1,227	796	1,628	435	1,727	392
12	1,727	261	1,403	123	1,206	213	1,772	313
13	1,458	847	1,507	761	1,419	400	1,465	1,291
14	1,171	677	460	103	927	847	611	26
15	925	149	754	422	774	118	463	896
16	458	536	552	0	756	238	552	0
17	0	538	420	285	0	373	276	595
18	418	0	602	335	253	0	314	787
19	1,231	438	585	29	955	265	966	100
20	1,284	314	632	0	743	213	1,273	0
21	676	643	750	715	852	353	1,011	569
22	0	0	0	0	0	0	0	0

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

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	454	698	848	1,132	289
2	1,056	1,576	72	1,605	1,027	1,757	79	1,446
3	487	1,782	0	1,759	0	1,171	1,291	1,565
4	0	1,394	1,165	1,171	469	1,479	0	1,782
5	471	596	254	890	183	884	355	790
6	448	314	705	388	548	477	600	229
7	1,016	694	1,720	896	1,562	757	1,425	583
8	1,378	475	1,490	87	1,455	622	1,352	0
9	1,365	167	1,275	580	1,502	174	1,386	326
10	1,381	844	1,508	234	1,300	356	2,181	130
11	1,774	714	1,692	544	2,342	655	1,523	558
12	1,523	630	1,758	477	1,762	368	1,889	314
13	1,864	487	1,753	1,192	1,755	988	1,807	746
14	1,007	754	707	27	1,253	581	631	31
15	704	262	850	265	622	271	538	649
16	472	438	645	0	877	220	456	0
17	0	413	261	569	0	469	421	352
18	250	0	398	839	316	0	708	466
19	1,193	242	1,098	83	1,332	460	805	17
20	931	234	1,423	0	1,394	373	822	0
21	393	310	959	605	622	503	662	480
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES

	APPROACH				DEPARTURE			
NODE NUMBER	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	454	698	848	1,132	289
2	1,056	1,576	72	1,605	1,027	1,757	79	1,446
3	487	1,782	0	1,759	0	1,171	1,291	1,565
4	0	1,394	1,165	1,171	469	1,479	0	1,782
5	471	596	254	890	183	884	355	790
6	448	314	705	388	548	477	600	229
7	1,016	694	1,720	896	1,562	757	1,425	583
8	1,378	475	1,490	87	1,455	622	1,352	0
9	1,365	167	1,275	580	1,502	174	1,386	326
10	1,381	844	1,508	234	1,300	356	2,181	130
11	1,774	714	1,692	544	2,342	655	1,523	558
12	1,523	630	1,758	477	1,762	368	1,889	314
13	1,864	487	1,753	1,192	1,755	988	1,807	746
14	1,007	754	707	27	1,253	581	631	31
15	704	262	850	265	622	271	538	649
16	472	438	645	0	877	220	456	0
17	0	413	261	569	0	469	421	352
18	250	0	398	839	316	0	708	466
19	1,193	242	1,098	83	1,332	460	805	17
20	931	234	1,423	0	1,394	373	822	0
21	393	310	959	605	622	503	662	480
22	0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments

AM 2025 FINAL LINK VOLUMES

POST-PROCESS THESE NUMBERS

Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	810	817	606	413	276	367	634	832
2	40	25	581	855	1,138	1,273	1,704	1,311
3	0	814	637	0	1,315	1,709	1,678	1,106
4	1,466	0	0	457	1,106	1,678	1,151	1,589
5	333	230	186	449	537	697	765	444
6	335	588	403	229	211	322	313	123
7	1,171	1,509	1,430	765	360	878	672	481
8	937	1,621	1,466	1,089	58	0	537	290
9	1,128	1,386	1,558	1,032	171	434	197	202
10	1,198	2,254	1,414	1,205	44	135	1,006	241
11	1,227	1,727	1,768	1,628	796	392	153	435
12	1,403	1,772	1,727	1,206	123	313	261	213
13	1,507	1,465	1,458	1,419	761	1,291	847	400
14	460	611	1,171	927	103	26	677	847
15	754	463	925	774	422	896	149	118
16	552	552	458	756	0	0	536	238
17	420	276	0	0	285	595	538	373
18	602	314	418	253	335	787	0	0
19	585	966	1,231	955	29	100	438	265
20	632	1,273	1,284	743	0	0	314	213
21	750	1,011	676	852	715	569	643	353
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES

POST-PROCESS THESE NUMBERS

Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	993	1,132	657	698	454	289	964	848
2	72	79	1,056	1,027	1,605	1,446	1,576	1,757
3	0	1,291	487	0	1,759	1,565	1,782	1,171
4	1,165	0	0	469	1,171	1,782	1,394	1,479
5	254	355	471	183	890	790	596	884
6	705	600	448	548	388	229	314	477
7	1,720	1,425	1,016	1,562	896	583	694	757
8	1,490	1,352	1,378	1,455	87	0	475	622
9	1,275	1,386	1,365	1,502	580	326	167	174
10	1,508	2,181	1,381	1,300	234	130	844	356
11	1,692	1,523	1,774	2,342	544	558	714	655
12	1,758	1,889	1,523	1,762	477	314	630	368
13	1,753	1,807	1,864	1,755	1,192	746	487	988
14	707	631	1,007	1,253	27	31	754	581
15	850	538	704	622	265	649	262	271
16	645	456	472	877	0	0	438	220
17	261	421	0	0	569	352	413	469
18	398	708	250	316	839	466	0	0
19	1,098	805	1,193	1,332	83	17	242	460
20	1,423	822	931	1,394	0	0	234	373
21	959	662	393	622	605	480	310	503
22	0	0	0	0	0	0	0	0

Rocklin Crossings
2025 No Project - 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): 0.775
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	85	292	469	167	405	62	30	197	61	351	220	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	292	469	167	405	62	30	197	61	351	220	91
Added Vol:	0	0	-1	0	0	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	292	468	167	405	62	30	197	61	349	220	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	292	468	167	405	62	30	197	61	349	220	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	292	468	167	405	62	30	197	61	349	220	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	85	292	468	167	405	62	30	197	61	384	220	91
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.53	0.47	1.27	0.73	1.00
Final Sat.:	1375	2750	1375	1375	2385	365	1375	2100	650	1748	1002	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.34	0.12	0.17	0.17	0.02	0.09	0.09	0.22	0.22	0.07
Crit Vol:			468	167				129			302	
Crit Moves:			****	****				****			****	

Rocklin Crossings
2025 No Project - 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): 0.676
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	22	9	8	360	7	214	177	943	13	5	1036	669
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	9	8	360	7	214	177	943	13	5	1036	669
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-2	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	9	8	360	7	214	177	942	13	5	1034	668
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:	22	9	8	360	7	214	177	942	13	5	1034	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	9	8	360	7	214	177	942	13	5	1034	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	22	9	8	396	7	214	177	942	13	5	1034	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	728	647	2702	48	1375	1375	2713	37	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.15	0.15	0.16	0.13	0.35	0.35	0.00	0.38	0.00
Crit Vol:	22					214	177				517	
Crit Moves:	****					****	****				****	

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	1	0	0	1 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	0		237	2	398		0	869	445		367	1311	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		237	2	398		0	869	445		367	1311	0	
Added Vol:	0	0	0		0	0	0		0	-1	0		0	-3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		237	2	398		0	868	445		367	1308	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		237	2	398		0	868	445		367	1308	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		237	2	398		0	868	445		367	1308	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		237	2	398		0	868	445		367	1308	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.01	0.99		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	0	0	0		1425	7	1418		0	2850	1425		1425	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.28	0.28		0.00	0.30	0.31		0.26	0.46	0.00	
Crit Vol:		0				400					445		367			
Crit Moves:						****					****		****			

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.027
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1!	0 1	0	0	0	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	629	3	834		0	0	0		352	754	0		0	1049	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	629	3	834		0	0	0		352	754	0		0	1049	102	
Added Vol:	0	0	0		0	0	0		0	-1	0		0	-3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	629	3	834		0	0	0		352	753	0		0	1046	102	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	629	3	834		0	0	0		352	753	0		0	1046	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	629	3	834		0	0	0		352	753	0		0	1046	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	692	3	917		0	0	0		352	753	0		0	1046	102	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.29	0.01	1.70		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.82	0.18	
Final Sat.:	1835	8	2432		0	0	0		1425	2850	0		0	2597	253	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.38	0.38		0.00	0.00	0.00		0.25	0.26	0.00		0.00	0.40	0.40	
Crit Vol:		537				0				352				574		
Crit Moves:		****								****				****		

Rocklin Crossings
2025 No Project - 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): 0.582
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	58	189	86	31	39	117	140	328	68	123	522	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	189	86	31	39	117	140	328	68	123	522	120
Added Vol:	0	-1	0	0	0	0	0	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	188	86	31	39	117	140	328	68	123	522	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	188	86	31	39	117	140	328	68	123	522	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	188	86	31	39	117	140	328	68	123	522	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	188	86	31	39	117	140	328	68	123	522	119
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1425	1955	895	1425	1425	1425	1425	1180	245	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.02	0.03	0.08	0.10	0.28	0.28	0.09	0.37	0.08
Crit Vol:		137		31			140				522	
Crit Moves:		****		****			****				****	

Rocklin Crossings
2025 No Project - 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): 18.9 Worst Case Level Of Service: F[50.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	168	132	34	17	354	33	62	72	76	158	120	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	132	34	17	354	33	62	72	76	158	120	35
Added Vol:	0	0	0	0	-1	-1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	132	34	17	353	32	62	72	76	158	120	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	132	34	17	353	32	62	72	76	158	120	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	168	132	34	17	353	32	62	72	76	158	120	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	385	xxxx	xxxxx	166	xxxx	xxxxx	865	905	193	715	887	66
Potent Cap.:	1185	xxxx	xxxxx	1424	xxxx	xxxxx	251	278	823	322	285	991
Move Cap.:	1185	xxxx	xxxxx	1424	xxxx	xxxxx	132	236	823	199	242	991
Volume/Cap:	0.14	xxxx	xxxx	0.01	xxxx	xxxx	0.47	0.30	0.09	0.80	0.50	0.04
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	2.1	xxxx	xxxxx	5.6	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	7.6	xxxx	xxxxx	54.4	xxxx	xxxxx	69.9	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	373	xxxx	xxxx	292
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.9	xxxxx	xxxx	2.9
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.9	xxxxx	xxxx	30.5
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	D
ApproachDel:	xxxxxx			xxxxxx			30.8			50.4		
ApproachLOS:	*			*			D			F		

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

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	283	620		266	41	1093		297	90	173		97	319	298		55
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	283	620		266	41	1093		297	90	173		97	319	298		55
Added Vol:	-5	-3		-4	0	-1		0	0	0		-2	-1	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	278	617		262	41	1092		297	90	173		95	318	298		55
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	278	617		262	41	1092		297	90	173		95	318	298		55
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	278	617		262	41	1092		297	90	173		95	318	298		55
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	278	617		262	41	1092		297	90	173		95	318	298		55
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Sat.:	1375	2750		1375	1375	2750		1375	1375	1375		1375	1375	1375		1375
Capacity Analysis Module:																
Vol/Sat:	0.20	0.22		0.19	0.03	0.40		0.22	0.07	0.13		0.07	0.23	0.22		0.04
Crit Vol:	278					546				173			318			
Crit Moves:	****					****				****			****			

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0 2	1	0	1	0 2	1	0	0	0 0	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	826		107	182	1288		0	0	0		58	275	0		262
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	826		107	182	1288		0	0	0		58	275	0		262
Added Vol:	0	-12		-4	0	-4		0	0	0		0	-1	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	814		103	182	1284		0	0	0		58	274	0		262
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	814		103	182	1284		0	0	0		58	274	0		262
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	814		103	182	1284		0	0	0		58	274	0		262
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	814		103	182	1284		0	0	0		58	274	0		262
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	2.66		0.34	1.00	3.00		0.00	0.00	0.00		1.00	1.00	0.00		1.00
Final Sat.:	0	3795		480	1425	4275		0	0	0		1425	1425	0		1425
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21		0.21	0.13	0.30		0.00	0.00	0.00		0.04	0.19	0.00		0.18
Crit Vol:				306	182							58	274			
Crit Moves:				****	****							****	****			

Rocklin Crossings
2025 No Project - 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): 0.633
Loss Time (sec): 8 (Y+R=4.0 sec) 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	0	0	0	0
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	1	0 2	1	0	1	0 1
Volume Module:																
Base Vol:	230	855	52		135	1237	176		118	15	40		110	28	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	855	52		135	1237	176		118	15	40		110	28	59	
Added Vol:	-6	-16	0		0	-5	0		0	0	-2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	224	839	52		135	1232	176		118	15	38		110	28	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	224	839	52		135	1232	176		118	15	38		110	28	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	224	839	52		135	1232	176		118	15	38		110	28	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	224	839	52		135	1232	176		118	15	42		110	28	59	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.82	0.18		1.00	2.62	0.38		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	3884	241		1375	3609	516		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.22	0.22		0.10	0.34	0.34		0.09	0.01	0.02		0.08	0.02	0.04	
Crit Vol:	224					469			118						59	
Crit Moves:	****					****			****							****

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0 1	0	0	3	0 1	1	0	0	0 2	2	0	0	1 1
Volume Module:																
Base Vol:	34	978	241		0	1387	96		16	0	31		837	5	211	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	978	241		0	1387	96		16	0	31		837	5	211	
Added Vol:	0	-22	-38		0	-7	0		0	0	0		-2	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	956	203		0	1380	96		16	0	31		835	5	211	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	956	0		0	1380	96		16	0	31		835	5	211	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	956	0		0	1380	96		16	0	31		835	5	211	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.10	
Final Vol.:	34	956	0		0	1380	96		16	0	34		919	5	232	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		2.00	0.04	1.96	
Final Sat.:	1425	4275	1425		0	4275	1425		1425	0	2850		2850	60	2790	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.00		0.00	0.32	0.07		0.01	0.00	0.01		0.32	0.08	0.08	
Crit Vol:	34					460					17		459			
Crit Moves:	****					****					****		****			

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1161	128	117	1381	392	366	190	286	61	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1161	128	117	1381	392	366	190	286	61	0	101
Added Vol:	0	-66	0	0	-9	0	0	0	-13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-36
Initial Fut:	0	1095	128	117	1372	392	366	190	273	61	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1095	128	117	1372	0	366	190	273	61	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	128	117	1372	0	366	190	273	61	0	65
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	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1095	128	129	1372	0	403	190	273	61	0	65
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	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.09	0.05	0.48	0.00	0.14	0.07	0.19	0.04	0.00	0.05
Crit Vol:		274			686				273			65
Crit Moves:					****				****			****

Rocklin Crossings
2025 No Project - 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): 0.552
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	1	0 3	0 1	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	204	1137	59	123	1577	21	38	32	53	142	87	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1137	59	123	1577	21	38	32	53	142	87	31
Added Vol:	0	-3	-3	-22	0	0	0	0	0	-19	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1134	56	101	1577	21	38	32	53	123	87	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1134	56	101	1577	21	38	32	53	123	87	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1134	56	101	1577	21	38	32	53	123	87	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	224	1134	56	101	1577	21	42	32	53	135	87	29
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.04	0.07	0.38	0.02	0.02	0.02	0.04	0.05	0.06	0.02
Crit Vol:	112				526				53	68		
Crit Moves:	****				****				****	****		

Rocklin Crossings
2025 No Project - 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): 0.852
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	557	906	52		157	1056	237		253	191	315		93	497	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	557	906	52		157	1056	237		253	191	315		93	497	260	
Added Vol:	0	-2	0		-3	-7	-8		-3	0	0		0	0	-1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	557	904	52		154	1049	229		250	191	315		93	497	259	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	557	904	52		154	1049	229		250	191	315		93	497	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	557	904	52		154	1049	229		250	191	315		93	497	259	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	613	904	52		169	1049	229		275	191	315		102	497	259	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	1.31	0.69	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	2750	1375		2750	1808	942	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.22	0.04		0.06	0.25	0.17		0.10	0.07	0.23		0.04	0.27	0.27	
Crit Vol:	306					350			138					378		
Crit Moves:	****					****			****					****		

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	6	341	111		665	506	5		11	70	22		82	15	575	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	341	111		665	506	5		11	70	22		82	15	575	
Added Vol:	0	-3	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	338	111		665	505	5		11	70	22		82	15	575	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	338	111		665	505	5		11	70	22		82	15	575	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	338	111		665	505	5		11	70	22		82	15	575	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	338	111		665	505	5		11	70	22		82	15	575	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.75	0.25		1.00	0.99	0.01		0.11	0.68	0.21		0.85	0.15	1.00	
Final Sat.:	1500	1129	371		1500	1485	15		160	1019	320		1268	232	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.44	0.34	0.34		0.07	0.07	0.07		0.06	0.06	0.38	
Crit Vol:			449		665				11						575	
Crit Moves:			****		****				****						****	

Rocklin Crossings
2025 No Project - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	0	1	0	1 0	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	180	527	48		16	276	633		212	54	156		32	83	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	527	48		16	276	633		212	54	156		32	83	34	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	527	48		16	276	633		212	54	156		32	83	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	527	48		16	276	0		212	54	156		32	83	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	527	48		16	276	0		212	54	156		32	83	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	527	48		16	276	0		212	54	156		32	83	34	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.83	0.17		1.00	1.00	1.00		0.80	0.20	1.00		1.00	0.71	0.29	
Final Sat.:	1425	2612	238		1425	1425	1425		1136	289	1425		1425	1011	414	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.20		0.01	0.19	0.00		0.19	0.19	0.11		0.02	0.08	0.08	
Crit Vol:	180					276			212						117	
Crit Moves:	****					****			****						****	

Rocklin Crossings
2025 No Project - 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): 10.8 Worst Case Level Of Service: D[29.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1	0	1	0	1 0	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	415	136		102	358	0		0	0	0		194	0	341	
Growth Adj:	1.00	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	415	136		102	358	0		0	0	0		194	0	341	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	415	136		102	358	0		0	0	0		194	0	341	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	415	136		102	358	0		0	0	0		194	0	341	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	415	136		102	358	0		0	0	0		194	0	341	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		551	xxxx	xxxxx		xxxx	xxxx	xxxxx		977	xxxx	415	
Potent Cap.:	xxxx	xxxx	xxxxx		1029	xxxx	xxxxx		xxxx	xxxx	xxxxx		281	xxxx	642	
Move Cap.:	xxxx	xxxx	xxxxx		1029	xxxx	xxxxx		xxxx	xxxx	xxxxx		258	xxxx	642	
Volume/Cap:	xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.75	xxxx	0.53	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		5.4	xxxx	3.1	
Control Del:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		51.7	xxxx	16.8	
LOS by Move:	*	*	*		A	*	*		*	*	*		F	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				29.4			
ApproachLOS:	*				*				*				D			

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

Rocklin Crossings
2025 No Project - 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): 28.4 Worst Case Level Of Service: F[80.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:			Include						Include						Include						Include			
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	210	0	211				0	0	0				0	162	123				153	386	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:	210	0	211				0	0	0				0	162	123				153	386	0			
Added Vol:	0	0	0				0	0	0				0	-2	-1				0	-1	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	210	0	211				0	0	0				0	160	122				153	385	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	210	0	211				0	0	0				0	160	122				153	385	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	210	0	211				0	0	0				0	160	122				153	385	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	912	xxxx	221	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				282	xxxx	xxxxx									
Potent Cap.:	307	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1292	xxxx	xxxxx									
Move Cap.:	276	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1292	xxxx	xxxxx									
Volume/Cap:	0.76	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.12	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.4	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx									
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*									
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT									
Shared Cap.:	xxxx	414	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.4	xxxx	xxxxx									
Shrd ConDel:	xxxxx	80.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx									
Shared LOS:	*	F	*	*	*	*	*	*	*				A	*	*									
ApproachDel:	80.6			xxxxxx			xxxxxx						xxxxxx											
ApproachLOS:	F			*			*						*											

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

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 80.8 Worst Case Level Of Service: F[312.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	514	88	0				0	145	273				166	0	169				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:	514	88	0				0	145	273				166	0	169				0	0	0			
Added Vol:	-1	0	0				0	0	0				-1	0	-2				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	513	88	0				0	145	273				165	0	167				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	513	88	0				0	145	273				165	0	167				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	513	88	0				0	145	273				165	0	167				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	418	xxxx	xxxxx	xxxx	xxxx	xxxxx							1396	xxxx	282	xxxx	xxxx	xxxxx						
Potent Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx							157	xxxx	762	xxxx	xxxx	xxxxx						
Move Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx							79	xxxx	762	xxxx	xxxx	xxxxx						
Volume/Cap:	0.45	xxxx	xxxx	xxxx	xxxx	xxxx							2.09	xxxx	0.22	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							14.9	xxxx	0.8	xxxx	xxxx	xxxxx						
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							617.1	xxxx	11.0	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*							F	*	B	*	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT							LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	B	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									312.2			xxxxxx								
ApproachLOS:	*			*									F			*								

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

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	3	590	18		231	898	65		9	16	4		65	31	355	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	590	18		231	898	65		9	16	4		65	31	355	
Added Vol:	0	-3	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	587	18		231	897	65		9	16	4		65	31	355	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	587	18		231	897	65		9	16	4		65	31	355	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	587	18		231	897	65		9	16	4		65	31	355	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	587	18		231	897	65		9	16	4		65	31	355	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	1.86	0.14		0.31	0.55	0.14		0.14	0.07	0.79	
Final Sat.:	1425	2765	85		1425	2657	193		442	786	197		205	98	1122	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.16	0.34	0.34		0.02	0.02	0.02		0.32	0.32	0.32	
Crit Vol:		303				231				9				451		
Crit Moves:		****				****				****				****		

Rocklin Crossings
2025 No Project - 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): 38.5 Worst Case Level Of Service: F[280.1]

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	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	556	15		198	1160	0		0	0	0		112	0	187	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	556	15		198	1160	0		0	0	0		112	0	187	
Added Vol:	0	-3	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	553	15		198	1159	0		0	0	0		112	0	187	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	553	15		198	1159	0		0	0	0		112	0	187	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	553	15		198	1159	0		0	0	0		112	0	187	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		568	xxxx	xxxxx		xxxx	xxxx	xxxxx		1536	xxxx	284	
Potent Cap.:	xxxx	xxxx	xxxxx		1014	xxxx	xxxxx		xxxx	xxxx	xxxxx		109	xxxx	719	
Move Cap.:	xxxx	xxxx	xxxxx		1014	xxxx	xxxxx		xxxx	xxxx	xxxxx		93	xxxx	719	
Volume/Cap:	xxxx	xxxx	xxxx		0.20	xxxx	xxxx		xxxx	xxxx	xxxx		1.21	xxxx	0.26	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	203	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	18.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	280	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				280.1			
ApproachLOS:	*				*				*				F			

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

Rocklin Crossings
2025 No Project - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	311	363		76		129	547		0		275	148		292		172	258		214	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	311	363		76		129	547		0		275	148		292		172	258		214	
Added Vol:	0	-3		0		0	-1		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	311	360		76		129	546		0		275	148		292		172	258		214	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	311	360		76		129	546		0		275	148		292		172	258		214	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	311	360		76		129	546		0		275	148		292		172	258		214	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	311	360		76		129	546		0		275	148		292		172	258		214	
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	1.65		0.35		1.00	2.00		0.00		1.00	1.00		1.00		1.00	0.55		0.45	
Final Sat.:	1375	2271		479		1375	2750		0		1375	1375		1375		1375	752		623	
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.16		0.16		0.09	0.20		0.00		0.20	0.11		0.21		0.13	0.34		0.34	
Crit Vol:	311						273				275						472			
Crit Moves:	****						****				****						****			

Rocklin Crossings
2025 No Project - 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): 0.831
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	64	428	467	100	507	29	89	281	69	556	196	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	428	467	100	507	29	89	281	69	556	196	181
Added Vol:	0	0	-2	0	0	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	428	465	100	507	29	89	281	69	555	196	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	428	465	100	507	29	89	281	69	555	196	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	428	465	100	507	29	89	281	69	555	196	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	64	428	465	100	507	29	89	281	69	611	196	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.61	0.39	1.51	0.49	1.00
Final Sat.:	1375	2750	1375	1375	2601	149	1375	2208	542	2082	668	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.34	0.07	0.19	0.19	0.06	0.13	0.13	0.29	0.29	0.13
Crit Vol:			465	100				175			403	
Crit Moves:			****	****				****			****	

Rocklin Crossings
2025 No Project - 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): 1.020
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	26	13	33	554	14	487	404	1170	32	33	933	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	13	33	554	14	487	404	1170	32	33	933	610
Added Vol:	0	0	0	-1	0	0	0	-2	0	0	-1	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	13	33	553	14	487	404	1168	32	33	932	609
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:	26	13	33	553	14	487	404	1168	32	33	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	13	33	553	14	487	404	1168	32	33	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	26	13	33	608	14	487	404	1168	32	33	932	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.96	0.04	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	389	986	2688	62	1375	1375	2677	73	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.23	0.23	0.35	0.29	0.44	0.44	0.02	0.34	0.00
Crit Vol:			46			487	404				466	
Crit Moves:			****			****	****				****	

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.175
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	100	3	383	0	1071	690	598	1184	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	100	3	383	0	1071	690	598	1184	0
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	3	383	0	1068	690	598	1182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	3	383	0	1068	690	598	1182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	3	383	0	1068	690	598	1182	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	100	3	383	0	1068	690	598	1182	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.27	0.27	0.00	0.37	0.48	0.42	0.41	0.00
Crit Vol:		0				386			690	598		
Crit Moves:						****			****	****		

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	1 1	0
Volume Module:												
Base Vol:	533	1	631	0	0	0	324	847	0	0	1249	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1	631	0	0	0	324	847	0	0	1249	145
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	533	1	631	0	0	0	324	844	0	0	1247	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1	631	0	0	0	324	844	0	0	1247	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1	631	0	0	0	324	844	0	0	1247	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	586	1	694	0	0	0	324	844	0	0	1247	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.37	0.01	1.62	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	1956	3	2316	0	0	0	1425	2850	0	0	2553	297
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.23	0.30	0.00	0.00	0.49	0.49
Crit Vol:		427				0		324			696	
Crit Moves:		****						****			****	

Rocklin Crossings
2025 No Project - 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): 0.823
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	68	76	111		59	189	224		79	714	95		72	498	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	76	111		59	189	224		79	714	95		72	498	29	
Added Vol:	0	0	0		-1	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	76	111		58	188	224		79	714	95		72	498	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	68	76	111		58	188	224		79	714	95		72	498	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	76	111		58	188	224		79	714	95		72	498	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	68	76	111		58	188	224		79	714	95		72	498	29	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.88	0.12		1.00	1.00	1.00	
Final Sat.:	1425	1425	1425		1425	1425	1425		1425	1258	167		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.08		0.04	0.13	0.16		0.06	0.57	0.57		0.05	0.35	0.02	
Crit Vol:	68						224			809			72			
Crit Moves:	****						****			****			****			

Rocklin Crossings
2025 No Project - 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): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	48	450	208		84	296	67		47	185	155		148	115	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	450	208		84	296	67		47	185	155		148	115	51	
Added Vol:	0	-1	0		0	-1	0		-1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	449	208		84	295	67		46	185	155		148	115	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	48	449	208		84	295	67		46	185	155		148	115	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	48	449	208		84	295	67		46	185	155		148	115	51	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	6.5	6.9		7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	362	xxxx	xxxxx		657	xxxx	xxxxx		874	1250	181		953	1075	225	
Potent Cap.:	1208	xxxx	xxxxx		940	xxxx	xxxxx		247	174	837		217	221	785	
Move Cap.:	1208	xxxx	xxxxx		940	xxxx	xxxxx		111	153	837		0	194	785	
Volume/Cap:	0.04	xxxx	xxxx		0.09	xxxx	xxxx		0.41	1.21	0.19		xxxx	0.59	0.06	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		0.3	xxxx	xxxxx		1.7	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.1	xxxx	xxxxx		9.2	xxxx	xxxxx		58.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		F	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	243		xxxx	xxxx	252	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	18.9		xxxxx	xxxx	4.2	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	241.1		xxxxx	xxxx	43.2	
Shared LOS:	*	*	*		*	*	*		*	*	F		*	*	E	
ApproachDel:	xxxxxx				xxxxxx				219.3				xxxxxx			
ApproachLOS:	*				*				F				F			

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

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	167	1205	345	35	835	149	301	377	218	372	267	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1205	345	35	835	149	301	377	218	372	267	57
Added Vol:	-3	-2	-3	0	-3	0	0	0	-6	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1203	342	35	832	149	301	377	212	367	267	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1203	342	35	832	149	301	377	212	367	267	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1203	342	35	832	149	301	377	212	367	267	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	164	1203	342	35	832	149	301	377	212	367	267	57
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.44	0.25	0.03	0.30	0.11	0.22	0.27	0.15	0.27	0.19	0.04
Crit Vol:		602		35				377		367		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1177	315	307	1068	0	0	0	87	197	0	278
Growth Adj:	1.00	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	1177	315	307	1068	0	0	0	87	197	0	278
Added Vol:	0	-8	-2	0	-14	0	0	0	0	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1169	313	307	1054	0	0	0	87	192	0	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1169	313	307	1054	0	0	0	87	192	0	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1169	313	307	1054	0	0	0	87	192	0	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1169	313	307	1054	0	0	0	87	192	0	278
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	2.37	0.63	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3372	903	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.22	0.25	0.00	0.00	0.00	0.06	0.13	0.00	0.20
Crit Vol:		494		307				0				278
Crit Moves:		****		****				****				****

Rocklin Crossings
2025 No Project - 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): 0.672
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 2	1	0 1	0 1
Volume Module:												
Base Vol:	125	1111	49	99	1076	181	334	26	221	89	20	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1111	49	99	1076	181	334	26	221	89	20	57
Added Vol:	-4	-10	0	0	-19	0	0	0	-7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1101	49	99	1057	181	334	26	214	89	20	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1101	49	99	1057	181	334	26	214	89	20	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1101	49	99	1057	181	334	26	214	89	20	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	121	1101	49	99	1057	181	334	26	235	89	20	57
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.56	0.44	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3949	176	1375	3522	603	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.07	0.30	0.30	0.24	0.02	0.09	0.06	0.01	0.04
Crit Vol:	121					413	334					57
Crit Moves:	****					****	****					****

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	0	0 3	0 1	1	0 0	0 2	2	0 0	1 1
Volume Module:												
Base Vol:	55	1103	356	0	1315	61	84	0	150	715	13	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1103	356	0	1315	61	84	0	150	715	13	113
Added Vol:	0	-14	-25	0	-25	0	0	0	0	-7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1089	331	0	1290	61	84	0	150	708	13	113
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1089	0	0	1290	61	84	0	150	708	13	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1089	0	0	1290	61	84	0	150	708	13	113
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	55	1089	0	0	1290	61	84	0	165	779	13	124
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.19	1.81
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	270	2580
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.00	0.00	0.30	0.04	0.06	0.00	0.06	0.27	0.05	0.05
Crit Vol:	55					430		84			389	
Crit Moves:	****					****		****			****	

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	1587	221		193	1168	558		265	240	78		277	0	489	
Growth Adj:	1.00	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	1587	221		193	1168	558		265	240	78		277	0	489	
Added Vol:	0	-43	0		0	-32	0		0	0	-43		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-169	
Initial Fut:	0	1544	221		193	1136	558		265	240	35		277	0	320	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1544	221		193	1136	0		265	240	35		277	0	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1544	221		193	1136	0		265	240	35		277	0	320	
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		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1544	221		212	1136	0		292	240	35		277	0	320	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.16		0.07	0.40	0.00		0.10	0.08	0.02		0.19	0.00	0.22	
Crit Vol:		386				568			146						320	
Crit Moves:						****			****							****

Rocklin Crossings
2025 No Project - 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): 0.796
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	1	0	3	0 1	2	0	1	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	107	1533	99		208	1240	55		180	62	229		420	153	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	1533	99		208	1240	55		180	62	229		420	153	49	
Added Vol:	0	-10	-10		-74	0	0		0	0	0		-12	0	-1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	107	1523	89		134	1240	55		180	62	229		408	153	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	107	1523	89		134	1240	55		180	62	229		408	153	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	1523	89		134	1240	55		180	62	229		408	153	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	118	1523	89		134	1240	55		198	62	229		449	153	48	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	2750	4125	1375		1375	4125	1375		2750	1375	1375		2750	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.37	0.06		0.10	0.30	0.04		0.07	0.05	0.17		0.16	0.11	0.03	
Crit Vol:		508			134						229		224			
Crit Moves:		****			****						****		****			

Rocklin Crossings
2025 No Project - 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): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	300	1323	135		366	1329	166		300	487	403		75	280	132	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	300	1323	135		366	1329	166		300	487	403		75	280	132	
Added Vol:	0	-8	0		-2	-5	-5		-9	0	0		0	0	-3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	300	1315	135		364	1324	161		291	487	403		75	280	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	300	1315	135		364	1324	161		291	487	403		75	280	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	1315	135		364	1324	161		291	487	403		75	280	129	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	330	1315	135		400	1324	161		320	487	403		83	280	129	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	1.37	0.63	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	2750	1375		2750	1883	867	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.32	0.10		0.15	0.32	0.12		0.12	0.18	0.29		0.03	0.15	0.15	
Crit Vol:		438			200						403		41			
Crit Moves:		****			****						****		****			

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.215
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	8	590	110		460	535	11		8	11	9		88	12	656	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	590	110		460	535	11		8	11	9		88	12	656	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	588	110		460	532	11		8	11	9		88	12	656	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	588	110		460	532	11		8	11	9		88	12	656	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	588	110		460	532	11		8	11	9		88	12	656	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	588	110		460	532	11		8	11	9		88	12	656	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.84	0.16		1.00	0.98	0.02		0.29	0.39	0.32		0.88	0.12	1.00	
Final Sat.:	1500	1264	236		1500	1470	30		429	589	482		1320	180	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.47	0.47		0.31	0.36	0.36		0.02	0.02	0.02		0.07	0.07	0.44	
Crit Vol:			698		460				8						656	
Crit Moves:			****		****				****						****	

Rocklin Crossings
2025 No Project - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	170	484	195	30	247	427	88	46	130	160	52	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	484	195	30	247	427	88	46	130	160	52	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	484	195	30	247	427	88	46	130	160	52	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	484	195	30	247	0	88	46	130	160	52	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	484	195	30	247	0	88	46	130	160	52	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	484	195	30	247	0	88	46	130	160	52	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.00	1.00	0.66	0.34	1.00	1.00	0.51	0.49
Final Sat.:	1425	2032	818	1425	1425	1425	936	489	1425	1425	726	699
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.02	0.17	0.00	0.09	0.09	0.09	0.11	0.07	0.07
Crit Vol:	170				247			134		160		
Crit Moves:	****				****			****		****		

Rocklin Crossings
2025 No Project - 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): 7.8 Worst Case Level Of Service: D[25.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	539	103	117	357	0	0	0	0	98	0	338								
Growth Adj:	1.00	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	539	103	117	357	0	0	0	0	98	0	338								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	539	103	117	357	0	0	0	0	98	0	338								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	539	103	117	357	0	0	0	0	98	0	338								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	539	103	117	357	0	0	0	0	98	0	338								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2								
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	642	xxxx	xxxxx	xxxx	xxxx	xxxxx	1130	xxxx	539								
Potent Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	xxxx	546								
Move Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	546								
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	0.62								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	4.2								
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	37.8	xxxx	21.7								
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	C								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.3										
ApproachLOS:	*			*			*			D										

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

Rocklin Crossings
2025 No Project - 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): 14.8 Worst Case Level Of Service: F[63.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:			Include						Include						Include						Include			
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	139	0	122				0	0	0				348		221				200	213				0
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00		1.00				1.00	1.00				1.00
Initial Bse:	139	0	122				0	0	0				348		221				200	213				0
Added Vol:	-1	0	0				0	0	0				-1		0				0	-2				0
PasserByVol:	0	0	0				0	0	0				0		0				0	0				0
Initial Fut:	138	0	122				0	0	0				347		221				200	211				0
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00		1.00				1.00	1.00				1.00
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00		1.00				1.00	1.00				1.00
PHF Volume:	138	0	122				0	0	0				347		221				200	211				0
Reduct Vol:	0	0	0				0	0	0				0		0				0	0				0
Final Vol.:	138	0	122				0	0	0				347		221				200	211				0
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1069	xxxx	458	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										568	xxxx	xxxxx			
Potent Cap.:	247	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1014	xxxx	xxxxx			
Move Cap.:	205	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1014	xxxx	xxxxx			
Volume/Cap:	0.67	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.20	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.7	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										9.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	298	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	7.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										0.7	xxxx	xxxxx			
Shrd ConDel:	xxxxx	63.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										9.4	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*										A	*	*			
ApproachDel:	63.2			xxxxxx			xxxxxx												xxxxxx					
ApproachLOS:	F			*			*												*					

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

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 17.5 Worst Case Level Of Service: D[28.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	295	105	0				0	81	171				211	0	627				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:	295	105	0				0	81	171				211	0	627				0	0	0			
Added Vol:	-2	0	0				0	0	-1				0	0	-1				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	293	105	0				0	81	170				211	0	626				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	293	105	0				0	81	170				211	0	626				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	293	105	0				0	81	170				211	0	626				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	251	xxxx	xxxxx	xxxx	xxxx	xxxxx							857	xxxx	166	xxxx	xxxx	xxxxx						
Potent Cap.:	1326	xxxx	xxxxx	xxxx	xxxx	xxxxx							330	xxxx	884	xxxx	xxxx	xxxxx						
Move Cap.:	1326	xxxx	xxxxx	xxxx	xxxx	xxxxx							263	xxxx	884	xxxx	xxxx	xxxxx						
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx							0.80	xxxx	0.71	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx							6.2	xxxx	6.1	xxxx	xxxx	xxxxx						
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							57.4	xxxx	18.3	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							F	*	C	*	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT							LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									28.2			xxxxxx								
ApproachLOS:	*			*									D			*								

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

Rocklin Crossings
2025 No Project - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	1053	72		360	786	10		51	29	4		15	5	228	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1053	72		360	786	10		51	29	4		15	5	228	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	1051	72		360	783	10		51	29	4		15	5	228	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1051	72		360	783	10		51	29	4		15	5	228	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1051	72		360	783	10		51	29	4		15	5	228	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	1051	72		360	783	10		51	29	4		15	5	228	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.87	0.13		1.00	1.97	0.03		0.61	0.34	0.05		0.06	0.02	0.92	
Final Sat.:	1425	2667	183		1425	2814	36		865	492	68		86	29	1310	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39		0.25	0.28	0.28		0.06	0.06	0.06		0.17	0.17	0.17	
Crit Vol:			562		360				51						248	
Crit Moves:			****		****				****						****	

Rocklin Crossings
2025 No Project - 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): 73.8 Worst Case Level Of Service: F[822.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1222	116		257	768	0		0	0	0		54	0	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1222	116		257	768	0		0	0	0		54	0	172	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1220	116		257	765	0		0	0	0		54	0	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1220	116		257	765	0		0	0	0		54	0	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	1220	116		257	765	0		0	0	0		54	0	172	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1336	xxxx	xxxxx		xxxx	xxxx	xxxxx		2175	xxxx	668	
Potent Cap.:	xxxx	xxxx	xxxxx		523	xxxx	xxxxx		xxxx	xxxx	xxxxx		41	xxxx	405	
Move Cap.:	xxxx	xxxx	xxxxx		523	xxxx	xxxxx		xxxx	xxxx	xxxxx		25	xxxx	405	
Volume/Cap:	xxxx	xxxx	xxxx		0.49	xxxx	xxxx		xxxx	xxxx	xxxx		2.16	xxxx	0.42	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	87	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	21.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	823	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				822.7			
ApproachLOS:	*				*				*				F			

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

Rocklin Crossings
2025 No Project - PM Peak Hour

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

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Intersection #21 Taylor Road/King Road

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	347	414	199		95	296	0		130	209	266		100	132	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	347	414	199		95	296	0		130	209	266		100	132	78	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	347	412	199		95	293	0		130	209	266		100	132	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	347	412	199		95	293	0		130	209	266		100	132	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	347	412	199		95	293	0		130	209	266		100	132	78	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	347	412	199		95	293	0		130	209	266		100	132	78	
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	1.35	0.65		1.00	2.00	0.00		1.00	1.00	1.00		1.00	0.63	0.37	
Final Sat.:	1375	1854	896		1375	2750	0		1375	1375	1375		1375	864	511	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.22	0.22		0.07	0.11	0.00		0.09	0.15	0.19		0.07	0.15	0.15	
Crit Vol:	347					147					266		100			
Crit Moves:	****					****					****		****			

****

Rocklin Crossings
2025 No 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): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	23	276	421	110	304	22	58	139	66	326	64	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	276	421	110	304	22	58	139	66	326	64	114
Added Vol:	0	0	-2	0	0	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	276	419	110	304	22	58	139	66	324	64	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	276	419	110	304	22	58	139	66	324	64	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	276	419	110	304	22	58	139	66	324	64	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	23	276	419	110	304	22	58	139	66	356	64	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.36	0.64	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2564	186	1375	1865	885	2331	419	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.30	0.08	0.12	0.12	0.04	0.07	0.07	0.15	0.15	0.08
Crit Vol:			419	110					103	210		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2025 No 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): 0.691
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	36	16	29	509	22	176	368	676	15	35	496	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	16	29	509	22	176	368	676	15	35	496	309
Added Vol:	0	0	0	-1	0	0	0	-2	0	0	-2	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	16	29	508	22	176	368	674	15	35	494	308
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:	36	16	29	508	22	176	368	674	15	35	494	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	16	29	508	22	176	368	674	15	35	494	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	36	16	29	559	22	176	368	674	15	35	494	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	489	886	2646	104	1375	1375	2690	60	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.21	0.21	0.13	0.27	0.25	0.25	0.03	0.18	0.00
Crit Vol:				45	290		368				247	
Crit Moves:				****	****		****				****	

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	579	2	529	0	1018	96	238	444	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	579	2	529	0	1018	96	238	444	0
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	579	2	529	0	1015	96	238	442	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	579	2	529	0	1015	96	238	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	579	2	529	0	1015	96	238	442	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	579	2	529	0	1015	96	238	442	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.37	0.37	0.00	0.36	0.07	0.17	0.16	0.00
Crit Vol:			0	579				508		238		
Crit Moves:				****				****		****		

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	26	0	209	0	0	0	314	1282	0	0	656	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	209	0	0	0	314	1282	0	0	656	318
Added Vol:	0	0	0	0	0	0	0	-3	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	209	0	0	0	314	1279	0	0	654	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	209	0	0	0	314	1279	0	0	654	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	209	0	0	0	314	1279	0	0	654	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	230	0	0	0	314	1279	0	0	654	318
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.35	0.65
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	1918	932
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.22	0.45	0.00	0.00	0.34	0.34
Crit Vol:			115			0	314				486	
Crit Moves:			****				****				****	

Rocklin Crossings
2025 No 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): 0.451
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	16	38	17		17	43	35		38	509	40		39	265	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	38	17		17	43	35		38	509	40		39	265	13	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	38	17		17	43	35		38	509	40		39	265	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	38	17		17	43	35		38	509	40		39	265	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	38	17		17	43	35		38	509	40		39	265	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	16	38	17		17	43	35		38	509	40		39	265	13	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.38	0.62		1.00	1.10	0.90		1.00	0.93	0.07		1.00	1.00	1.00	
Final Sat.:	1425	1969	881		1425	1571	1279		1425	1321	104		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.01	0.03	0.03		0.03	0.39	0.39		0.03	0.19	0.01	
Crit Vol:	16						39			549			39			
Crit Moves:	****						****			****			****			

Rocklin Crossings
2025 No 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): 15.1 Worst Case Level Of Service: F[80.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	138	351	353		18	174	20		9	57	192		140	45	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	138	351	353		18	174	20		9	57	192		140	45	12	
Added Vol:	0	-1	0		0	-1	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	138	350	353		18	173	20		9	57	192		140	45	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	138	350	353		18	173	20		9	57	192		140	45	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	138	350	353		18	173	20		9	57	192		140	45	12	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	6.5	6.9		7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	193	xxxx	xxxxx		703	xxxx	xxxxx		693	1198	97		777	855	175	
Potent Cap.:	1392	xxxx	xxxxx		904	xxxx	xxxxx		334	187	947		290	298	844	
Move Cap.:	1392	xxxx	xxxxx		904	xxxx	xxxxx		261	165	947		155	263	844	
Volume/Cap:	0.10	xxxx	xxxx		0.02	xxxx	xxxx		0.03	0.34	0.20		0.90	0.17	0.01	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx		6.4	xxxx	xxxxx	
Control Del:	7.9	xxxx	xxxxx		9.1	xxxx	xxxxx		19.3	xxxx	xxxxx		105.5	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		C	*	*		F	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	455		xxxx	xxxx	307	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.2		xxxxx	xxxx	0.7	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	22.1		xxxxx	xxxx	19.4	
Shared LOS:	*	*	*		*	*	*		*	*	C		*	*	C	
ApproachDel:	xxxxxx				xxxxxx				22.0				80.6			
ApproachLOS:	*				*				C				F			

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

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 8 (Y+R=4.0 sec) 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
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	47	756	136	39	694	82	50	272	73	189	203	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	756	136	39	694	82	50	272	73	189	203	38
Added Vol:	-4	-2	-3	0	-3	0	0	0	-5	-4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	754	133	39	691	82	50	272	68	185	203	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	754	133	39	691	82	50	272	68	185	203	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	754	133	39	691	82	50	272	68	185	203	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	754	133	39	691	82	50	272	68	185	203	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.10	0.03	0.25	0.06	0.04	0.20	0.05	0.13	0.15	0.03
Crit Vol:		377		39				272		185		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	861	52	113	853	0	0	0	14	130	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	861	52	113	853	0	0	0	14	130	0	106
Added Vol:	0	-9	-3	0	-11	0	0	0	0	-4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	852	49	113	842	0	0	0	14	126	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	852	49	113	842	0	0	0	14	126	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	852	49	113	842	0	0	0	14	126	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	852	49	113	842	0	0	0	14	126	0	106
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	1.00	1.00	0.00	1.00
Final Sat.:	0	4043	232	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.08	0.20	0.00	0.00	0.00	0.01	0.09	0.00	0.07
Crit Vol:		300		113					14	126		
Crit Moves:		****		****					****	****		

Rocklin Crossings
2025 No 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): 0.589
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	180	721		94	79	711		265	273		19	115	119		18	41
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	180	721		94	79	711		265	273		19	115	119		18	41
Added Vol:	-5	-12		0	0	-15		0	0		0	-5	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	175	709		94	79	696		265	273		19	110	119		18	41
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	175	709		94	79	696		265	273		19	110	119		18	41
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	175	709		94	79	696		265	273		19	110	119		18	41
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.10	1.00		1.00	1.00
Final Vol.:	175	709		94	79	696		265	273		19	121	119		18	41
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	2.65		0.35	1.00	2.17		0.83	1.00		1.00	2.00	1.00		1.00	1.00
Final Sat.:	1375	3642		483	1375	2988		1137	1375		1375	2750	1375		1375	1375
Capacity Analysis Module:																
Vol/Sat:	0.13	0.19		0.19	0.06	0.23		0.23	0.20		0.01	0.04	0.09		0.01	0.03
Crit Vol:	175							320	273							41
Crit Moves:	****							****	****							****

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	115	1184		567	0	1224		103	140		0	255	525		17	74
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	115	1184		567	0	1224		103	140		0	255	525		17	74
Added Vol:	0	-17		-29	0	-20		0	0		0	0	-5		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	115	1167		538	0	1204		103	140		0	255	520		17	74
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	115	1167		0	0	1204		103	140		0	255	520		17	74
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	115	1167		0	0	1204		103	140		0	255	520		17	74
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.10	1.10		1.00	1.10
Final Vol.:	115	1167		0	0	1204		103	140		0	281	572		17	81
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	0.00	3.00		1.00	1.00		0.00	2.00	2.00		0.35	1.65
Final Sat.:	1425	4275		1425	0	4275		1425	1425		0	2850	2850		492	2358
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27		0.00	0.00	0.28		0.07	0.10		0.00	0.10	0.20		0.03	0.03
Crit Vol:	115					401						140	286			
Crit Moves:	****					****						****	****			

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1285	243	294	949	194	605	392	240	181	0	392
Growth Adj:	1.00	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	1285	243	294	949	194	605	392	240	181	0	392
Added Vol:	0	-50	0	0	-26	0	0	0	-34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-156
Initial Fut:	0	1235	243	294	923	194	605	392	206	181	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1235	243	294	923	0	605	392	206	181	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1235	243	294	923	0	605	392	206	181	0	236
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	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1235	243	323	923	0	666	392	206	181	0	236
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	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.17	0.11	0.32	0.00	0.23	0.14	0.14	0.13	0.00	0.17
Crit Vol:		309		162			333					236
Crit Moves:		****		****			****					****

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	1	0 3	0 1	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	173	1223	230	488	763	63	276	427	368	321	198	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1223	230	488	763	63	276	427	368	321	198	84
Added Vol:	0	-8	-8	-59	0	0	0	0	0	-14	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1215	222	429	763	63	276	427	368	307	198	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1215	222	429	763	63	276	427	368	307	198	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1215	222	429	763	63	276	427	368	307	198	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	190	1215	222	429	763	63	304	427	368	338	198	83
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.16	0.31	0.18	0.05	0.11	0.31	0.27	0.12	0.14	0.06
Crit Vol:		405		429				427		169		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 No 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): 0.575
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 | Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	204	884		88	248	910		206	238	315		188	110	336		136
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	204	884		88	248	910		206	238	315		188	110	336		136
Added Vol:	0	-6		0	-2	-5		-6	-7	0		0	0	0		-2
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	204	878		88	246	905		200	231	315		188	110	336		134
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	204	878		88	246	905		200	231	315		188	110	336		134
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	204	878		88	246	905		200	231	315		188	110	336		134
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.00		1.00	1.10	1.00		1.00
Final Vol.:	224	878		88	271	905		200	254	315		188	121	336		134
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	2.00	2.00		1.00	2.00	1.43		0.57
Final Sat.:	2750	4125		1375	2750	4125		1375	2750	2750		1375	2750	1966		784
Capacity Analysis Module:																
Vol/Sat:	0.08	0.21		0.06	0.10	0.22		0.15	0.09	0.11		0.14	0.04	0.17		0.17
Crit Vol:		293				135				127						235
Crit Moves:		****				****				****						****

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.795
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 | Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	14	433		105	337	431		7	7	16		9	117	12		313
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	14	433		105	337	431		7	7	16		9	117	12		313
Added Vol:	0	-2		0	0	-3		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	14	431		105	337	428		7	7	16		9	117	12		313
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	14	431		105	337	428		7	7	16		9	117	12		313
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	14	431		105	337	428		7	7	16		9	117	12		313
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	14	431		105	337	428		7	7	16		9	117	12		313
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.80		0.20	1.00	0.98		0.02	0.22	0.50		0.28	0.91	0.09		1.00
Final Sat.:	1500	1206		294	1500	1476		24	328	750		422	1360	140		1500
Capacity Analysis Module:																
Vol/Sat:	0.01	0.36		0.36	0.22	0.29		0.29	0.02	0.02		0.02	0.09	0.09		0.21
Crit Vol:				536	337				7							313
Crit Moves:				****	****				****							****

Rocklin Crossings
2025 No Project Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	199	374	88	40	210	223	56	43	76	143	60	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:	199	374	88	40	210	223	56	43	76	143	60	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	374	88	40	210	223	56	43	76	143	60	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	374	88	40	210	0	56	43	76	143	60	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	374	88	40	210	0	56	43	76	143	60	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	374	88	40	210	0	56	43	76	143	60	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	0.57	0.43	1.00	1.00	0.50	0.50
Final Sat.:	1425	2307	543	1425	1425	1425	806	619	1425	1425	713	713
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.03	0.15	0.00	0.07	0.07	0.05	0.10	0.08	0.08
Crit Vol:	199				210			99		143		
Crit Moves:	****				****			****		****		

Rocklin Crossings
2025 No Project Conditions - Saturday

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

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

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: C[16.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	392		93		105	373		0		0		0		0	84		0		223
Growth Adj:	1.00	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	392		93		105	373		0		0		0		0	84		0		223
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	392		93		105	373		0		0		0		0	84		0		223
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	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	392		93		105	373		0		0		0		0	84		0		223
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	392		93		105	373		0		0		0		0	84		0		223
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		485	xxxx		xxxxx		xxxx		xxxx		xxxxx	975		xxxx		392
Potent Cap.:	xxxx	xxxx		xxxxx		1088	xxxx		xxxxx		xxxx		xxxx		xxxxx	281		xxxx		661
Move Cap.:	xxxx	xxxx		xxxxx		1088	xxxx		xxxxx		xxxx		xxxx		xxxxx	259		xxxx		661
Volume/Cap:	xxxx	xxxx		xxxx		0.10	xxxx		xxxx		xxxx		xxxx		xxxx	0.32		xxxx		0.34
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx		xxxx		xxxxx	1.4		xxxx		1.5
Control Del:	xxxxx	xxxx		xxxxx		8.7	xxxx		xxxxx		xxxxx		xxxx		xxxxx	25.4		xxxx		13.2
LOS by Move:	*	*		*		A	*		*		*		*		*	D		*		B
Movement:	LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT		LT -	LTR -		RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					16.5				
ApproachLOS:	*					*					*					C				

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

Rocklin Crossings
2025 No 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): 3.9 Worst Case Level Of Service: B[12.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	28	0	153	0	0	0	0		283	36	105	212	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:	28	0	153	0	0	0	0		283	36	105	212	0			
Added Vol:	0	0	0	0	0	0	0		-2	0	0	-2	0			
PasserByVol:	0	0	0	0	0	0	0		0	0	0	0	0			
Initial Fut:	28	0	153	0	0	0	0		281	36	105	210	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			
PHF Volume:	28	0	153	0	0	0	0		281	36	105	210	0			
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0	0			
Final Vol.:	28	0	153	0	0	0	0		281	36	105	210	0			
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	719	xxxx	299	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	317	xxxx	xxxxx			
Potent Cap.:	398	xxxx	745	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	1255	xxxx	xxxxx			
Move Cap.:	371	xxxx	745	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	1255	xxxx	xxxxx			
Volume/Cap:	0.08	xxxx	0.21	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	0.08	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*		*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT	
Shared Cap.:	xxxx	645	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.1	xxxx	xxxxx	
Shared LOS:	*	B	*	*	*	*	*	*	*				A	*	*	
ApproachDel:	12.7			xxxxxx			xxxxxx						xxxxxx			
ApproachLOS:	B			*			*						*			

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

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 13.9 Worst Case Level Of Service: C[23.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	204	74	0	0	72	296	259	0	472	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:	204	74	0	0	72	296	259	0	472	0	0	0				
Added Vol:	-2	0	0	0	0	0	0	0	-2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	202	74	0	0	72	296	259	0	470	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	202	74	0	0	72	296	259	0	470	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	202	74	0	0	72	296	259	0	470	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	368	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	xxxx	220	xxxx	xxxx	xxxxx				
Potent Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	410	xxxx	825	xxxx	xxxx	xxxxx				
Move Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	xxxx	825	xxxx	xxxx	xxxxx				
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.74	xxxx	0.57	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.7	xxxx	3.7	xxxx	xxxx	xxxxx				
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39.5	xxxx	15.0	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	E	*	B	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			23.7			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 | Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	628	35		286	787	7		5	29	8		38	13	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	628	35		286	787	7		5	29	8		38	13	122	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	626	35		286	784	7		5	29	8		38	13	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	626	35		286	784	7		5	29	8		38	13	122	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	626	35		286	784	7		5	29	8		38	13	122	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	626	35		286	784	7		5	29	8		38	13	122	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.89	0.11		1.00	1.98	0.02		0.12	0.69	0.19		0.22	0.07	0.71	
Final Sat.:	1425	2699	151		1425	2825	25		170	984	271		313	107	1005	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.20	0.28	0.28		0.03	0.03	0.03		0.12	0.12	0.12	
Crit Vol:		331			286				5				173			
Crit Moves:		****			****				****				****			

Rocklin Crossings
2025 No 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): 4.1 | Worst Case Level Of Service: E[47.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	663	116		170	733	0		0	0	0		54	0	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	663	116		170	733	0		0	0	0		54	0	63	
Added Vol:	0	-2	0		0	-3	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	661	116		170	730	0		0	0	0		54	0	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	661	116		170	730	0		0	0	0		54	0	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	661	116		170	730	0		0	0	0		54	0	63	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		777	xxxx	xxxxx		xxxx	xxxx	xxxxx		1424	xxxx	389	
Potent Cap.:	xxxx	xxxx	xxxxx		848	xxxx	xxxxx		xxxx	xxxx	xxxxx		129	xxxx	616	
Move Cap.:	xxxx	xxxx	xxxxx		848	xxxx	xxxxx		xxxx	xxxx	xxxxx		109	xxxx	616	
Volume/Cap:	xxxx	xxxx	xxxx		0.20	xxxx	xxxx		xxxx	xxxx	xxxx		0.49	xxxx	0.10	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	196	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	47.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				47.4			
ApproachLOS:	*				*				*				E			

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

Rocklin Crossings
2025 No Project Conditions - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1		1	0 0	1 0	
Volume Module:														
Base Vol:	159	410	192	64	313	49	105	108	171		116	87	429	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	410	192	64	313	49	105	108	171		116	87	429	
Added Vol:	0	-2	0	0	-3	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	159	408	192	64	310	49	105	108	171		116	87	429	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	159	408	192	64	310	49	105	108	171		116	87	429	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	159	408	192	64	310	49	105	108	171		116	87	429	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	159	408	192	64	310	49	105	108	171		116	87	429	
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	1.36	0.64	1.00	1.73	0.27	1.00	1.00	1.00		1.00	0.17	0.83	
Final Sat.:	1375	1870	880	1375	2375	375	1375	1375	1375		1375	232	1143	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.22	0.22	0.05	0.13	0.13	0.08	0.08	0.12		0.08	0.38	0.38	
Crit Vol:		300			64			105					516	
Crit Moves:		****			****			****					****	

APPENDIX J

YEAR 2025 PLUS PROJECT (WITH DOMINGUEZ ROAD) LOS WORKSHEETS

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	85	292	469	167	405	62	30	197	61	351	220	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	292	469	167	405	62	30	197	61	351	220	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	292	469	167	405	62	30	197	61	351	220	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	292	469	167	405	62	30	197	61	351	220	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	292	469	167	405	62	30	197	61	351	220	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	85	292	469	167	405	62	30	197	61	386	220	91
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.53	0.47	1.27	0.73	1.00
Final Sat.:	1375	2750	1375	1375	2385	365	1375	2100	650	1752	998	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.34	0.12	0.17	0.17	0.02	0.09	0.09	0.22	0.22	0.07
Crit Vol:			469	167				129		303		
Crit Moves:			****	****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	22	9	8	360	7	214	177	943	13	5	1036	669
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	9	8	360	7	214	177	943	13	5	1036	669
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	9	8	360	7	214	177	943	13	5	1036	669
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:	22	9	8	360	7	214	177	943	13	5	1036	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	9	8	360	7	214	177	943	13	5	1036	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	22	9	8	396	7	214	177	943	13	5	1036	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	728	647	2702	48	1375	1375	2713	37	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.15	0.15	0.16	0.13	0.35	0.35	0.00	0.38	0.00
Crit Vol:	22					214	177				518	
Crit Moves:	****					****	****				****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	237	2	398	0	869	445	367	1311	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	237	2	398	0	869	445	367	1311	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	237	2	398	0	869	445	367	1311	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	237	2	398	0	869	445	367	1311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	2	398	0	869	445	367	1311	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	237	2	398	0	869	445	367	1311	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	7	1418	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.28	0.28	0.00	0.30	0.31	0.26	0.46	0.00
Crit Vol:		0			400				445	367		
Crit Moves:					****				****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1 0	2 0	0	0	1 1	0
Volume Module:												
Base Vol:	629	3	834	0	0	0	352	754	0	0	1049	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	3	834	0	0	0	352	754	0	0	1049	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	3	834	0	0	0	352	754	0	0	1049	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	629	3	834	0	0	0	352	754	0	0	1049	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	629	3	834	0	0	0	352	754	0	0	1049	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	692	3	917	0	0	0	352	754	0	0	1049	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.29	0.01	1.70	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	1835	8	2432	0	0	0	1425	2850	0	0	2597	253
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.25	0.26	0.00	0.00	0.40	0.40
Crit Vol:		537			0			352			576	
Crit Moves:		****						****			****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	58	189	86		31	39	117		140	328	68		123	522	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	189	86		31	39	117		140	328	68		123	522	120	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	58	189	86		31	39	117		140	328	68		123	522	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	189	86		31	39	117		140	328	68		123	522	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	189	86		31	39	117		140	328	68		123	522	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	58	189	86		31	39	117		140	328	68		123	522	120	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.37	0.63		1.00	1.00	1.00		1.00	0.83	0.17		1.00	1.00	1.00	
Final Sat.:	1425	1959	891		1425	1425	1425		1425	1180	245		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.10		0.02	0.03	0.08		0.10	0.28	0.28		0.09	0.37	0.08	
Crit Vol:		138				31				140				522		
Crit Moves:		****				****				****				****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 19.0 Worst Case Level Of Service: F[50.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	168	132	34		17	354	33		62	72	76		158	120	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	132	34		17	354	33		62	72	76		158	120	35	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	168	132	34		17	354	33		62	72	76		158	120	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	132	34		17	354	33		62	72	76		158	120	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	168	132	34		17	354	33		62	72	76		158	120	35	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	6.5	6.9		7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	387	xxxx	xxxxx		166	xxxx	xxxxx		866	907	194		715	889	66	
Potent Cap.:	1183	xxxx	xxxxx		1424	xxxx	xxxxx		250	278	822		322	285	991	
Move Cap.:	1183	xxxx	xxxxx		1424	xxxx	xxxxx		131	236	822		198	241	991	
Volume/Cap:	0.14	xxxx	xxxx		0.01	xxxx	xxxx		0.47	0.31	0.09		0.80	0.50	0.04	
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx		0.0	xxxx	xxxxx		2.1	xxxx	xxxxx		5.6	xxxx	xxxxx	
Control Del:	8.5	xxxx	xxxxx		7.6	xxxx	xxxxx		54.8	xxxx	xxxxx		70.2	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		F	*	*		F	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	372		xxxx	xxxx	291	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	1.9		xxxxx	xxxx	2.9	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	20.9		xxxxx	xxxx	30.7	
Shared LOS:	*	*	*		*	*	*		*	*	C		*	*	D	
ApproachDel:	xxxxxx				xxxxxx				30.9				50.6			
ApproachLOS:	*				*				D				F			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	283	620	266		41	1093	297		90	173	97		319	298	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	283	620	266		41	1093	297		90	173	97		319	298	55	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	283	620	266		41	1093	297		90	173	97		319	298	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	283	620	266		41	1093	297		90	173	97		319	298	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	283	620	266		41	1093	297		90	173	97		319	298	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	283	620	266		41	1093	297		90	173	97		319	298	55	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.23	0.19		0.03	0.40	0.22		0.07	0.13	0.07		0.23	0.22	0.04	
Crit Vol:	283					547				173			319			
Crit Moves:	****					****				****			****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 2	1	0	0	0 0	0	1	1	0 0	0	1
Volume Module:																
Base Vol:	0	826	107		182	1288	0		0	0	58		275	0	262	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	826	107		182	1288	0		0	0	58		275	0	262	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	826	107		182	1288	0		0	0	58		275	0	262	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	826	107		182	1288	0		0	0	58		275	0	262	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	826	107		182	1288	0		0	0	58		275	0	262	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	826	107		182	1288	0		0	0	58		275	0	262	
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	2.66	0.34		1.00	3.00	0.00		0.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	3785	490		1425	4275	0		0	0	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.13	0.30	0.00		0.00	0.00	0.04		0.19	0.00	0.18	
Crit Vol:			311		182						58		275			
Crit Moves:			****		****						****		****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	230	855	52		135	1237	176		118	15	40		110	28	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	855	52		135	1237	176		118	15	40		110	28	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	230	855	52		135	1237	176		118	15	40		110	28	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	855	52		135	1237	176		118	15	40		110	28	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	855	52		135	1237	176		118	15	40		110	28	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	230	855	52		135	1237	176		118	15	44		110	28	59	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.83	0.17		1.00	2.63	0.37		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	3889	236		1375	3611	514		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.22	0.22		0.10	0.34	0.34		0.09	0.01	0.02		0.08	0.02	0.04	
Crit Vol:	230						471		118						59	
Crit Moves:	****						****		****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	34	978	241		0	1387	96		16	0	31		837	5	211	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	978	241		0	1387	96		16	0	31		837	5	211	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	978	241		0	1387	96		16	0	31		837	5	211	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	978	0		0	1387	96		16	0	31		837	5	211	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	978	0		0	1387	96		16	0	31		837	5	211	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.10	
Final Vol.:	34	978	0		0	1387	96		16	0	34		921	5	232	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		2.00	0.04	1.96	
Final Sat.:	1425	4275	1425		0	4275	1425		1425	0	2850		2850	60	2790	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.00		0.00	0.32	0.07		0.01	0.00	0.01		0.32	0.08	0.08	
Crit Vol:	34						462				17		460			
Crit Moves:	****						****				****		****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1161	128	117	1381	392	366	190	286	61	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1161	128	117	1381	392	366	190	286	61	0	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-36
Initial Fut:	0	1161	128	117	1381	392	366	190	286	61	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1161	128	117	1381	0	366	190	286	61	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1161	128	117	1381	0	366	190	286	61	0	65
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	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1161	128	129	1381	0	403	190	286	61	0	65
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	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.05	0.48	0.00	0.14	0.07	0.20	0.04	0.00	0.05
Crit Vol:		290			691				286			65
Crit Moves:					****				****			****

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	1	0 3	0 1	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	204	1137	59	123	1577	21	38	32	53	142	87	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1137	59	123	1577	21	38	32	53	142	87	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1137	59	123	1577	21	38	32	53	142	87	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1137	59	123	1577	21	38	32	53	142	87	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1137	59	123	1577	21	38	32	53	142	87	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	224	1137	59	123	1577	21	42	32	53	156	87	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.04	0.09	0.38	0.02	0.02	0.02	0.04	0.06	0.06	0.02
Crit Vol:	112				526				53	78		
Crit Moves:	****				****				****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	557	906	52		157	1056	237		253	191	315		93	497	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	557	906	52		157	1056	237		253	191	315		93	497	260	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	557	906	52		157	1056	237		253	191	315		93	497	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	557	906	52		157	1056	237		253	191	315		93	497	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	557	906	52		157	1056	237		253	191	315		93	497	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	613	906	52		173	1056	237		278	191	315		102	497	260	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	1.31	0.69	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	2750	1375		2750	1805	945	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.22	0.04		0.06	0.26	0.17		0.10	0.07	0.23		0.04	0.28	0.28	
Crit Vol:	306					352			139						379	
Crit Moves:	****					****			****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	6	341	111		665	506	5		11	70	22		82	15	575	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	341	111		665	506	5		11	70	22		82	15	575	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	341	111		665	506	5		11	70	22		82	15	575	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	341	111		665	506	5		11	70	22		82	15	575	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	341	111		665	506	5		11	70	22		82	15	575	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	341	111		665	506	5		11	70	22		82	15	575	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.75	0.25		1.00	0.99	0.01		0.11	0.68	0.21		0.85	0.15	1.00	
Final Sat.:	1500	1132	368		1500	1485	15		160	1019	320		1268	232	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.44	0.34	0.34		0.07	0.07	0.07		0.06	0.06	0.38	
Crit Vol:			452		665				11						575	
Crit Moves:			****		****				****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	0	1	0	1 0	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	180	527	48		16	276	633		212	54	156		32	83	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	527	48		16	276	633		212	54	156		32	83	34	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	527	48		16	276	633		212	54	156		32	83	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	527	48		16	276	0		212	54	156		32	83	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	527	48		16	276	0		212	54	156		32	83	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	527	48		16	276	0		212	54	156		32	83	34	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.83	0.17		1.00	1.00	1.00		0.80	0.20	1.00		1.00	0.71	0.29	
Final Sat.:	1425	2612	238		1425	1425	1425		1136	289	1425		1425	1011	414	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.20		0.01	0.19	0.00		0.19	0.19	0.11		0.02	0.08	0.08	
Crit Vol:	180					276			212						117	
Crit Moves:	****					****			****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

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

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: D[29.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1	0	1	0	1 0	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	415	136		102	358	0		0	0	0		194	0	341	
Growth Adj:	1.00	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	415	136		102	358	0		0	0	0		194	0	341	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	415	136		102	358	0		0	0	0		194	0	341	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	415	136		102	358	0		0	0	0		194	0	341	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	415	136		102	358	0		0	0	0		194	0	341	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		551	xxxx	xxxxx		xxxx	xxxx	xxxxx		977	xxxx	415	
Potent Cap.:	xxxx	xxxx	xxxxx		1029	xxxx	xxxxx		xxxx	xxxx	xxxxx		281	xxxx	642	
Move Cap.:	xxxx	xxxx	xxxxx		1029	xxxx	xxxxx		xxxx	xxxx	xxxxx		258	xxxx	642	
Volume/Cap:	xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.75	xxxx	0.53	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		5.4	xxxx	3.1	
Control Del:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		51.7	xxxx	16.8	
LOS by Move:	*	*	*		A	*	*		*	*	*		F	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				29.4			
ApproachLOS:	*				*				*				D			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 28.8 Worst Case Level Of Service: F[82.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	210	0	211				0	0	0				0	162	123				153	386	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:	210	0	211				0	0	0				0	162	123				153	386	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	210	0	211				0	0	0				0	162	123				153	386	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	210	0	211				0	0	0				0	162	123				153	386	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	210	0	211				0	0	0				0	162	123				153	386	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	916	xxxx	224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										285	xxxx	xxxxx			
Potent Cap.:	305	xxxx	821	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1289	xxxx	xxxxx			
Move Cap.:	275	xxxx	821	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1289	xxxx	xxxxx			
Volume/Cap:	0.76	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.12	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	412	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Shrd ConDel:	xxxxx	82.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.2	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*										A	*	*			
ApproachDel:	82.1			xxxxxx			xxxxxx												xxxxxx					
ApproachLOS:	F			*			*												*					

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 82.4 Worst Case Level Of Service: F[316.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	514	88	0				0	145	273				166	0	169				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:	514	88	0				0	145	273				166	0	169				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	514	88	0				0	145	273				166	0	169				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	514	88	0				0	145	273				166	0	169				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	514	88	0				0	145	273				166	0	169				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	418	xxxx	xxxxx	xxxx	xxxx	xxxxx							1398	xxxx	282	xxxx	xxxx	xxxxx						
Potent Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx							157	xxxx	762	xxxx	xxxx	xxxxx						
Move Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx							78	xxxx	762	xxxx	xxxx	xxxxx						
Volume/Cap:	0.45	xxxx	xxxx	xxxx	xxxx	xxxx							2.12	xxxx	0.22	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							15.1	xxxx	0.8	xxxx	xxxx	xxxxx						
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							628.4	xxxx	11.1	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*							F	*	B	*	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT							LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	B	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									316.9			xxxxxx								
ApproachLOS:	*			*									F			*								

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	3	590	18		231	898	65		9	16	4		65	31	355	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	590	18		231	898	65		9	16	4		65	31	355	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	590	18		231	898	65		9	16	4		65	31	355	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	590	18		231	898	65		9	16	4		65	31	355	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	590	18		231	898	65		9	16	4		65	31	355	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	590	18		231	898	65		9	16	4		65	31	355	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	1.87	0.13		0.31	0.55	0.14		0.14	0.07	0.79	
Final Sat.:	1425	2766	84		1425	2658	192		442	786	197		205	98	1122	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21		0.16	0.34	0.34		0.02	0.02	0.02		0.32	0.32	0.32	
Crit Vol:		304			231				9				451			
Crit Moves:		****			****				****				****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 38.9 Worst Case Level Of Service: F[283.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	556	15		198	1160	0		0	0	0		112	0	187	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	556	15		198	1160	0		0	0	0		112	0	187	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	556	15		198	1160	0		0	0	0		112	0	187	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	556	15		198	1160	0		0	0	0		112	0	187	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	556	15		198	1160	0		0	0	0		112	0	187	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		571	xxxx	xxxxx		xxxx	xxxx	xxxxx		1540	xxxx	286	
Potent Cap.:	xxxx	xxxx	xxxxx		1012	xxxx	xxxxx		xxxx	xxxx	xxxxx		108	xxxx	717	
Move Cap.:	xxxx	xxxx	xxxxx		1012	xxxx	xxxxx		xxxx	xxxx	xxxxx		92	xxxx	717	
Volume/Cap:	xxxx	xxxx	xxxx		0.20	xxxx	xxxx		xxxx	xxxx	xxxx		1.22	xxxx	0.26	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	202	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	18.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	283	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				283.5			
ApproachLOS:	*				*				*				F			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	311		363		76	129		547		0	275		148		292	172		258		214
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	311		363		76	129		547		0	275		148		292	172		258		214
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	311		363		76	129		547		0	275		148		292	172		258		214
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	311		363		76	129		547		0	275		148		292	172		258		214
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	311		363		76	129		547		0	275		148		292	172		258		214
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	311		363		76	129		547		0	275		148		292	172		258		214
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		1.65		0.35	1.00		2.00		0.00	1.00		1.00		1.00	1.00		0.55		0.45
Final Sat.:	1375		2274		476	1375		2750		0	1375		1375		1375	1375		752		623
Capacity Analysis Module:																				
Vol/Sat:	0.23		0.16		0.16	0.09		0.20		0.00	0.20		0.11		0.21	0.13		0.34		0.34
Crit Vol:	311					274					275					472				
Crit Moves:	****					****					****					****				

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	64	428	467	100	507	29	89	281	69	556	196	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	428	467	100	507	29	89	281	69	556	196	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	428	467	100	507	29	89	281	69	556	196	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	428	467	100	507	29	89	281	69	556	196	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	428	467	100	507	29	89	281	69	556	196	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	64	428	467	100	507	29	89	281	69	612	196	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.61	0.39	1.51	0.49	1.00
Final Sat.:	1375	2750	1375	1375	2601	149	1375	2208	542	2083	667	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.34	0.07	0.19	0.19	0.06	0.13	0.13	0.29	0.29	0.13
Crit Vol:			467	100				175		404		
Crit Moves:			****	****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	26	13	33	554	14	487	404	1170	32	33	933	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	13	33	554	14	487	404	1170	32	33	933	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	13	33	554	14	487	404	1170	32	33	933	610
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:	26	13	33	554	14	487	404	1170	32	33	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	13	33	554	14	487	404	1170	32	33	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	26	13	33	609	14	487	404	1170	32	33	933	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.96	0.04	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	389	986	2688	62	1375	1375	2677	73	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.23	0.23	0.35	0.29	0.44	0.44	0.02	0.34	0.00
Crit Vol:			46			487	404				467	
Crit Moves:			****			****	****				****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.175
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	1 0	0 0	2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	100	3	383	0	1071	690	598	1184	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	100	3	383	0	1071	690	598	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	3	383	0	1071	690	598	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	3	383	0	1071	690	598	1184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	3	383	0	1071	690	598	1184	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	100	3	383	0	1071	690	598	1184	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.27	0.27	0.00	0.38	0.48	0.42	0.42	0.00
Crit Vol:		0				386			690	598		
Crit Moves:						****			****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	533	1	631	0	0	0	324	847	0	0	1249	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1	631	0	0	0	324	847	0	0	1249	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	533	1	631	0	0	0	324	847	0	0	1249	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1	631	0	0	0	324	847	0	0	1249	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1	631	0	0	0	324	847	0	0	1249	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	586	1	694	0	0	0	324	847	0	0	1249	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.37	0.01	1.62	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	1956	3	2316	0	0	0	1425	2850	0	0	2554	296
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.23	0.30	0.00	0.00	0.49	0.49
Crit Vol:		427				0		324			697	
Crit Moves:		****						****			****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	68	76	111	59	189	224	79	714	95	72	498	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	76	111	59	189	224	79	714	95	72	498	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	76	111	59	189	224	79	714	95	72	498	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	76	111	59	189	224	79	714	95	72	498	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	76	111	59	189	224	79	714	95	72	498	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	76	111	59	189	224	79	714	95	72	498	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	1258	167	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.04	0.13	0.16	0.06	0.57	0.57	0.05	0.35	0.02
Crit Vol:	68					224		809		72		
Crit Moves:	****					****		****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	48	450	208	84	296	67	47	185	155	148	115	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	450	208	84	296	67	47	185	155	148	115	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	450	208	84	296	67	47	185	155	148	115	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	450	208	84	296	67	47	185	155	148	115	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	48	450	208	84	296	67	47	185	155	148	115	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	363	xxxx	xxxxx	658	xxxx	xxxxx	876	1252	182	955	1077	225
Potent Cap.:	1207	xxxx	xxxxx	939	xxxx	xxxxx	246	174	836	216	221	784
Move Cap.:	1207	xxxx	xxxxx	939	xxxx	xxxxx	111	152	836	0	193	784
Volume/Cap:	0.04	xxxx	xxxx	0.09	xxxx	xxxx	0.42	1.22	0.19	xxxx	0.60	0.07
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	9.2	xxxx	xxxxx	59.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	243	xxxx	xxxx	251
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.9	xxxxx	xxxx	4.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	242.7	xxxxx	xxxx	43.4
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	E
ApproachDel:	xxxxxx			xxxxxx			220.4			xxxxxx		
ApproachLOS:	*			*			F			F		

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	167	1205	345	35	835	149	301	377	218	372	267	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1205	345	35	835	149	301	377	218	372	267	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1205	345	35	835	149	301	377	218	372	267	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1205	345	35	835	149	301	377	218	372	267	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1205	345	35	835	149	301	377	218	372	267	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	1205	345	35	835	149	301	377	218	372	267	57
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.44	0.25	0.03	0.30	0.11	0.22	0.27	0.16	0.27	0.19	0.04
Crit Vol:		603		35				377		372		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1177	315	307	1068	0	0	0	87	197	0	278
Growth Adj:	1.00	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	1177	315	307	1068	0	0	0	87	197	0	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1177	315	307	1068	0	0	0	87	197	0	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1177	315	307	1068	0	0	0	87	197	0	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1177	315	307	1068	0	0	0	87	197	0	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1177	315	307	1068	0	0	0	87	197	0	278
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	2.37	0.63	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3372	903	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.22	0.25	0.00	0.00	0.00	0.06	0.14	0.00	0.20
Crit Vol:			497	307					87	197		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	125	1111	49		99	1076	181		334	26	221		89	20	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	125	1111	49		99	1076	181		334	26	221		89	20	57	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	125	1111	49		99	1076	181		334	26	221		89	20	57	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	125	1111	49		99	1076	181		334	26	221		89	20	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	1111	49		99	1076	181		334	26	221		89	20	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	125	1111	49		99	1076	181		334	26	243		89	20	57	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.87	0.13		1.00	2.57	0.43		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	3951	174		1375	3531	594		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28	0.28		0.07	0.30	0.30		0.24	0.02	0.09		0.06	0.01	0.04	
Crit Vol:	125					419			334						57	
Crit Moves:	****					****			****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	55	1103	356		0	1315	61		84	0	150		715	13	113	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	55	1103	356		0	1315	61		84	0	150		715	13	113	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	55	1103	356		0	1315	61		84	0	150		715	13	113	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	55	1103	0		0	1315	61		84	0	150		715	13	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	1103	0		0	1315	61		84	0	150		715	13	113	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.10	
Final Vol.:	55	1103	0		0	1315	61		84	0	165		787	13	124	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		2.00	0.19	1.81	
Final Sat.:	1425	4275	1425		0	4275	1425		1425	0	2850		2850	270	2580	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26	0.00		0.00	0.31	0.04		0.06	0.00	0.06		0.28	0.05	0.05	
Crit Vol:	55					438			84				393			
Crit Moves:	****					****			****				****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	0 1	2	0	2	0 1	2	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	1587	221		193	1168	558		265	240	78		277	0	489	
Growth Adj:	1.00	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	1587	221		193	1168	558		265	240	78		277	0	489	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	-169	
Initial Fut:	0	1587	221		193	1168	558		265	240	78		277	0	320	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1587	221		193	1168	0		265	240	78		277	0	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1587	221		193	1168	0		265	240	78		277	0	320	
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		1.10	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1587	221		212	1168	0		292	240	78		277	0	320	
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	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	0.00	1.00	
Final Sat.:	0	5700	1425		2850	2850	1425		2850	2850	1425		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.16		0.07	0.41	0.00		0.10	0.08	0.05		0.19	0.00	0.22	
Crit Vol:		397				584			146						320	
Crit Moves:						****			****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	1	0	3	0 1	2	0	1	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	107	1533	99		208	1240	55		180	62	229		420	153	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	1533	99		208	1240	55		180	62	229		420	153	49	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	107	1533	99		208	1240	55		180	62	229		420	153	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	107	1533	99		208	1240	55		180	62	229		420	153	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	1533	99		208	1240	55		180	62	229		420	153	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	118	1533	99		208	1240	55		198	62	229		462	153	49	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	2750	4125	1375		1375	4125	1375		2750	1375	1375		2750	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.37	0.07		0.15	0.30	0.04		0.07	0.05	0.17		0.17	0.11	0.04	
Crit Vol:		511				208					229		231			
Crit Moves:		****				****					****		****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	300	1323	135	366	1329	166	300	487	403	75	280	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1323	135	366	1329	166	300	487	403	75	280	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1323	135	366	1329	166	300	487	403	75	280	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1323	135	366	1329	166	300	487	403	75	280	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1323	135	366	1329	166	300	487	403	75	280	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	330	1323	135	403	1329	166	330	487	403	83	280	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.36	0.64
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1869	881
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.10	0.15	0.32	0.12	0.12	0.18	0.29	0.03	0.15	0.15
Crit Vol:		441		201					403	41		
Crit Moves:		****		****					****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.216
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	590	110	460	535	11	8	11	9	88	12	656
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	590	110	460	535	11	8	11	9	88	12	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	590	110	460	535	11	8	11	9	88	12	656
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	590	110	460	535	11	8	11	9	88	12	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	590	110	460	535	11	8	11	9	88	12	656
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	590	110	460	535	11	8	11	9	88	12	656
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	0.98	0.02	0.29	0.39	0.32	0.88	0.12	1.00
Final Sat.:	1500	1264	236	1500	1470	30	429	589	482	1320	180	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.31	0.36	0.36	0.02	0.02	0.02	0.07	0.07	0.44
Crit Vol:		700		460			8					656
Crit Moves:		****		****			****					****

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	170	484	195	30	247	427	88	46	130	160	52	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	484	195	30	247	427	88	46	130	160	52	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	484	195	30	247	427	88	46	130	160	52	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	484	195	30	247	0	88	46	130	160	52	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	484	195	30	247	0	88	46	130	160	52	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	484	195	30	247	0	88	46	130	160	52	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.00	1.00	0.66	0.34	1.00	1.00	0.51	0.49
Final Sat.:	1425	2032	818	1425	1425	1425	936	489	1425	1425	726	699
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.02	0.17	0.00	0.09	0.09	0.09	0.11	0.07	0.07
Crit Vol:	170				247			134		160		
Crit Moves:	****				****			****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

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

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: D[25.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	539	103	117	357	0	0	0	0	98	0	338								
Growth Adj:	1.00	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	539	103	117	357	0	0	0	0	98	0	338								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	539	103	117	357	0	0	0	0	98	0	338								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	539	103	117	357	0	0	0	0	98	0	338								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	539	103	117	357	0	0	0	0	98	0	338								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2								
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	642	xxxx	xxxxx	xxxx	xxxx	xxxxx	1130	xxxx	539								
Potent Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	xxxx	546								
Move Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	546								
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	0.62								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	4.2								
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	37.8	xxxx	21.7								
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	C								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.3										
ApproachLOS:	*			*			*			D										

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 15.1 Worst Case Level Of Service: F[64.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	139	0	122		0	0	0		348	221			200	213	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	139	0	122		0	0	0		348	221			200	213	0	
Added Vol:	0	0	0		0	0	0		0	0			0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0			0	0	0	
Initial Fut:	139	0	122		0	0	0		348	221			200	213	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	139	0	122		0	0	0		348	221			200	213	0	
Reduct Vol:	0	0	0		0	0	0		0	0			0	0	0	
Final Vol.:	139	0	122		0	0	0		348	221			200	213	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1071	xxxx	459		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		569	xxxx	xxxxx	
Potent Cap.:	246	xxxx	607		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1013	xxxx	xxxxx	
Move Cap.:	204	xxxx	607		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1013	xxxx	xxxxx	
Volume/Cap:	0.68	xxxx	0.20		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.20	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	296	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	7.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.7	xxxx	xxxxx	
Shrd ConDel:	xxxxx	64.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx	
Shared LOS:	*	F	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	64.9				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				*				*				*			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 17.7 Worst Case Level Of Service: D[28.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	295	105	0		0	81	171		211	0	627		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:	295	105	0		0	81	171		211	0	627		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	295	105	0		0	81	171		211	0	627		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	295	105	0		0	81	171		211	0	627		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	295	105	0		0	81	171		211	0	627		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	252	xxxx	xxxxx		xxxx	xxxx	xxxxx		862	xxxx	167		xxxx	xxxx	xxxxx	
Potent Cap.:	1325	xxxx	xxxxx		xxxx	xxxx	xxxxx		328	xxxx	883		xxxx	xxxx	xxxxx	
Move Cap.:	1325	xxxx	xxxxx		xxxx	xxxx	xxxxx		261	xxxx	883		xxxx	xxxx	xxxxx	
Volume/Cap:	0.22	xxxx	xxxx		xxxx	xxxx	xxxx		0.81	xxxx	0.71		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.9	xxxx	xxxxx		xxxx	xxxx	xxxxx		6.3	xxxx	6.2		xxxx	xxxx	xxxxx	
Control Del:	8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		58.7	xxxx	18.4		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		F	*	C		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				28.5				xxxxxx			
ApproachLOS:	*				*				D				*			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	1053	72		360	786	10		51	29	4		15	5	228	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1053	72		360	786	10		51	29	4		15	5	228	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	1053	72		360	786	10		51	29	4		15	5	228	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1053	72		360	786	10		51	29	4		15	5	228	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1053	72		360	786	10		51	29	4		15	5	228	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	1053	72		360	786	10		51	29	4		15	5	228	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.87	0.13		1.00	1.97	0.03		0.61	0.34	0.05		0.06	0.02	0.92	
Final Sat.:	1425	2668	182		1425	2814	36		865	492	68		86	29	1310	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39		0.25	0.28	0.28		0.06	0.06	0.06		0.17	0.17	0.17	
Crit Vol:		563			360				51						248	
Crit Moves:		****			****				****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 74.3 Worst Case Level Of Service: F[829.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1222	116		257	768	0		0	0	0		54	0	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1222	116		257	768	0		0	0	0		54	0	172	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1222	116		257	768	0		0	0	0		54	0	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1222	116		257	768	0		0	0	0		54	0	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	1222	116		257	768	0		0	0	0		54	0	172	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1338	xxxx	xxxxx		xxxx	xxxx	xxxxx		2178	xxxx	669	
Potent Cap.:	xxxx	xxxx	xxxxx		522	xxxx	xxxxx		xxxx	xxxx	xxxxx		40	xxxx	405	
Move Cap.:	xxxx	xxxx	xxxxx		522	xxxx	xxxxx		xxxx	xxxx	xxxxx		25	xxxx	405	
Volume/Cap:	xxxx	xxxx	xxxx		0.49	xxxx	xxxx		xxxx	xxxx	xxxx		2.18	xxxx	0.42	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	87	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	21.4	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	830	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				829.8			
ApproachLOS:	*				*				*				F			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	347	414	199	95	296	0	130	209	266	100	132	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	414	199	95	296	0	130	209	266	100	132	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	414	199	95	296	0	130	209	266	100	132	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	414	199	95	296	0	130	209	266	100	132	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	414	199	95	296	0	130	209	266	100	132	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	347	414	199	95	296	0	130	209	266	100	132	78
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	1.35	0.65	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1375	1857	893	1375	2750	0	1375	1375	1375	1375	864	511
Capacity Analysis Module:												
Vol/Sat:	0.25	0.22	0.22	0.07	0.11	0.00	0.09	0.15	0.19	0.07	0.15	0.15
Crit Vol:	347				148				266	100		
Crit Moves:	****				****				****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	1 0	1	0 1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	23	276	421	110	304	22	58	139	66	326	64	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	276	421	110	304	22	58	139	66	326	64	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	276	421	110	304	22	58	139	66	326	64	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	276	421	110	304	22	58	139	66	326	64	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	276	421	110	304	22	58	139	66	326	64	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	23	276	421	110	304	22	58	139	66	359	64	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.36	0.64	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2564	186	1375	1865	885	2334	416	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.31	0.08	0.12	0.12	0.04	0.07	0.07	0.15	0.15	0.08
Crit Vol:			421	110					103		211	
Crit Moves:			****	****					****		****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #2 Rocklin Road/Granite Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	36	16	29	509	22	176	368	676	15	35	496	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	16	29	509	22	176	368	676	15	35	496	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	16	29	509	22	176	368	676	15	35	496	309
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:	36	16	29	509	22	176	368	676	15	35	496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	16	29	509	22	176	368	676	15	35	496	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	36	16	29	560	22	176	368	676	15	35	496	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	489	886	2646	104	1375	1375	2690	60	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.21	0.21	0.13	0.27	0.25	0.25	0.03	0.18	0.00
Crit Vol:			45		291		368				248	
Crit Moves:			****		****		****				****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	1 0	0 0	2 0	1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	579	2	529	0	1018	96	238	444	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	579	2	529	0	1018	96	238	444	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	579	2	529	0	1018	96	238	444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	579	2	529	0	1018	96	238	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	579	2	529	0	1018	96	238	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	579	2	529	0	1018	96	238	444	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.37	0.37	0.00	0.36	0.07	0.17	0.16	0.00
Crit Vol:		0		579				509		238		
Crit Moves:				****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	26	0	209	0	0	0	314	1282	0	0	656	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	209	0	0	0	314	1282	0	0	656	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	209	0	0	0	314	1282	0	0	656	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	209	0	0	0	314	1282	0	0	656	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	209	0	0	0	314	1282	0	0	656	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	230	0	0	0	314	1282	0	0	656	318
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.35	0.65
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	1920	930
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.22	0.45	0.00	0.00	0.34	0.34
Crit Vol:			115		0		314					487
Crit Moves:			****				****					****

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	16	38	17		17	43	35		38	509	40		39	265	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	38	17		17	43	35		38	509	40		39	265	13	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	38	17		17	43	35		38	509	40		39	265	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	38	17		17	43	35		38	509	40		39	265	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	38	17		17	43	35		38	509	40		39	265	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	16	38	17		17	43	35		38	509	40		39	265	13	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.38	0.62		1.00	1.10	0.90		1.00	0.93	0.07		1.00	1.00	1.00	
Final Sat.:	1425	1969	881		1425	1571	1279		1425	1321	104		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.01	0.03	0.03		0.03	0.39	0.39		0.03	0.19	0.01	
Crit Vol:	16						39			549			39			
Crit Moves:	****						****			****			****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 15.2 Worst Case Level Of Service: F[81.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	138	351	353		18	174	20		9	57	192		140	45	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	138	351	353		18	174	20		9	57	192		140	45	12	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	138	351	353		18	174	20		9	57	192		140	45	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	138	351	353		18	174	20		9	57	192		140	45	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	138	351	353		18	174	20		9	57	192		140	45	12	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	6.5	6.9		7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	194	xxxx	xxxxx		704	xxxx	xxxxx		694	1200	97		779	857	176	
Potent Cap.:	1391	xxxx	xxxxx		903	xxxx	xxxxx		333	187	947		290	297	844	
Move Cap.:	1391	xxxx	xxxxx		903	xxxx	xxxxx		260	165	947		155	262	844	
Volume/Cap:	0.10	xxxx	xxxx		0.02	xxxx	xxxx		0.03	0.35	0.20		0.90	0.17	0.01	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx		6.4	xxxx	xxxxx	
Control Del:	7.9	xxxx	xxxxx		9.1	xxxx	xxxxx		19.3	xxxx	xxxxx		106.6	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		C	*	*		F	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	454		xxxx	xxxx	307	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.2		xxxxx	xxxx	0.7	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	22.2		xxxxx	xxxx	19.4	
Shared LOS:	*	*	*		*	*	*		*	*	C		*	*	C	
ApproachDel:	xxxxxx				xxxxxx				22.1				81.3			
ApproachLOS:	*				*				C				F			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	47	756	136	39	694	82	50	272	73	189	203	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	756	136	39	694	82	50	272	73	189	203	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	756	136	39	694	82	50	272	73	189	203	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	756	136	39	694	82	50	272	73	189	203	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	756	136	39	694	82	50	272	73	189	203	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	756	136	39	694	82	50	272	73	189	203	38
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.10	0.03	0.25	0.06	0.04	0.20	0.05	0.14	0.15	0.03
Crit Vol:		378		39				272		189		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	1	0 2	1 0	0	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	861	52	113	853	0	0	0	14	130	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	861	52	113	853	0	0	0	14	130	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	861	52	113	853	0	0	0	14	130	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	861	52	113	853	0	0	0	14	130	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	861	52	113	853	0	0	0	14	130	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	861	52	113	853	0	0	0	14	130	0	106
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	2.83	0.17	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4032	243	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.08	0.20	0.00	0.00	0.00	0.01	0.09	0.00	0.07
Crit Vol:			304	113					14	130		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	0	2	1	0 1	0	1
Volume Module:																
Base Vol:	180	721	94		79	711	265		273	19	115		119	18	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	721	94		79	711	265		273	19	115		119	18	41	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	721	94		79	711	265		273	19	115		119	18	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	721	94		79	711	265		273	19	115		119	18	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	721	94		79	711	265		273	19	115		119	18	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	
Final Vol.:	180	721	94		79	711	265		273	19	127		119	18	41	
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	2.65	0.35		1.00	2.19	0.81		1.00	1.00	2.00		1.00	1.00	1.00	
Final Sat.:	1375	3649	476		1375	3005	1120		1375	1375	2750		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.20		0.06	0.24	0.24		0.20	0.01	0.05		0.09	0.01	0.03	
Crit Vol:	180						325		273						41	
Crit Moves:	****						****		****						****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	0	0 3	0	1	1	0 0	0	2	2	0 0	1	1
Volume Module:																
Base Vol:	115	1184	567		0	1224	103		140	0	255		525	17	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	115	1184	567		0	1224	103		140	0	255		525	17	74	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	1184	567		0	1224	103		140	0	255		525	17	74	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	115	1184	0		0	1224	103		140	0	255		525	17	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	1184	0		0	1224	103		140	0	255		525	17	74	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.10	
Final Vol.:	115	1184	0		0	1224	103		140	0	281		578	17	81	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		0.00	3.00	1.00		1.00	0.00	2.00		2.00	0.35	1.65	
Final Sat.:	1425	4275	1425		0	4275	1425		1425	0	2850		2850	492	2358	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.00		0.00	0.29	0.07		0.10	0.00	0.10		0.20	0.03	0.03	
Crit Vol:	115					408					140		289			
Crit Moves:	****					****					****		****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	0 1	2	0 2	0 1	2	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	1285	243	294	949	194	605	392	240	181	0	392
Growth Adj:	1.00	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	1285	243	294	949	194	605	392	240	181	0	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-156
Initial Fut:	0	1285	243	294	949	194	605	392	240	181	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1285	243	294	949	0	605	392	240	181	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1285	243	294	949	0	605	392	240	181	0	236
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	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1285	243	323	949	0	666	392	240	181	0	236
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	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.17	0.11	0.33	0.00	0.23	0.14	0.17	0.13	0.00	0.17
Crit Vol:		321		162			333					236
Crit Moves:		****		****			****					****

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	1	0 3	0 1	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	173	1223	230	488	763	63	276	427	368	321	198	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1223	230	488	763	63	276	427	368	321	198	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1223	230	488	763	63	276	427	368	321	198	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1223	230	488	763	63	276	427	368	321	198	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1223	230	488	763	63	276	427	368	321	198	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	190	1223	230	488	763	63	304	427	368	353	198	84
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.17	0.35	0.18	0.05	0.11	0.31	0.27	0.13	0.14	0.06
Crit Vol:		408		488				427		177		
Crit Moves:		****		****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	204	884	88	248	910	206	238	315	188	110	336	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	884	88	248	910	206	238	315	188	110	336	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	884	88	248	910	206	238	315	188	110	336	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	884	88	248	910	206	238	315	188	110	336	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	884	88	248	910	206	238	315	188	110	336	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	224	884	88	273	910	206	262	315	188	121	336	136
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1958	792
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.06	0.10	0.22	0.15	0.10	0.11	0.14	0.04	0.17	0.17
Crit Vol:		295			136			131				236
Crit Moves:		****			****			****				****

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	14	433	105	337	431	7	7	16	9	117	12	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	433	105	337	431	7	7	16	9	117	12	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	433	105	337	431	7	7	16	9	117	12	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	433	105	337	431	7	7	16	9	117	12	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	433	105	337	431	7	7	16	9	117	12	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	433	105	337	431	7	7	16	9	117	12	313
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.98	0.02	0.22	0.50	0.28	0.91	0.09	1.00
Final Sat.:	1500	1207	293	1500	1476	24	328	750	422	1360	140	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.22	0.29	0.29	0.02	0.02	0.02	0.09	0.09	0.21
Crit Vol:		538			337			7				313
Crit Moves:		****			****			****				****

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	0 1	0	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	199	374		88	40	210		223	56	43		76	143	60		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:	199	374		88	40	210		223	56	43		76	143	60		60
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	199	374		88	40	210		223	56	43		76	143	60		60
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	199	374		88	40	210		0	56	43		76	143	60		60
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	199	374		88	40	210		0	56	43		76	143	60		60
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	199	374		88	40	210		0	56	43		76	143	60		60
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.62		0.38	1.00	1.00		1.00	0.57	0.43		1.00	1.00	0.50		0.50
Final Sat.:	1425	2307		543	1425	1425		1425	806	619		1425	1425	713		713
Capacity Analysis Module:																
Vol/Sat:	0.14	0.16		0.16	0.03	0.15		0.00	0.07	0.07		0.05	0.10	0.08		0.08
Crit Vol:	199				210				99				143			
Crit Moves:	****				****				****				****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

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

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: C[16.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	392		93	105	373		0	0	0		0	84	0		223
Growth Adj:	1.00	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	392		93	105	373		0	0	0		0	84	0		223
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	392		93	105	373		0	0	0		0	84	0		223
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	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	392		93	105	373		0	0	0		0	84	0		223
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	392		93	105	373		0	0	0		0	84	0		223
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	485	xxxx		xxxxx	xxxx	xxxx		xxxxx	975	xxxx		392
Potent Cap.:	xxxx	xxxx		xxxxx	1088	xxxx		xxxxx	xxxx	xxxx		xxxxx	281	xxxx		661
Move Cap.:	xxxx	xxxx		xxxxx	1088	xxxx		xxxxx	xxxx	xxxx		xxxxx	259	xxxx		661
Volume/Cap:	xxxx	xxxx		xxxx	0.10	xxxx		xxxx	xxxx	xxxx		xxxx	0.32	xxxx		0.34
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxx	xxxx		xxxxx	1.4	xxxx		1.5
Control Del:	xxxxx	xxxx		xxxxx	8.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	25.4	xxxx		13.2
LOS by Move:	*	*		*	A	*		*	*	*		*	D	*		B
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	8.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	A	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				16.5			
ApproachLOS:	*				*				*				C			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:			Include						Include						Include						Include			
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	28	0	153				0	0	0				0	283	36				105	212	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:	28	0	153				0	0	0				0	283	36				105	212	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	28	0	153				0	0	0				0	283	36				105	212	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	28	0	153				0	0	0				0	283	36				105	212	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	28	0	153				0	0	0				0	283	36				105	212	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	723	xxxx	301	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										319	xxxx	xxxxx			
Potent Cap.:	396	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1252	xxxx	xxxxx			
Move Cap.:	369	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1252	xxxx	xxxxx			
Volume/Cap:	0.08	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.08	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	643	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										0.3	xxxx	xxxxx			
Shrd ConDel:	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										8.1	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*										A	*	*			
ApproachDel:	12.8			xxxxxx			xxxxxx												xxxxxx					
ApproachLOS:	B			*			*												*					

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: C[24.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Lanes:	0	1	0	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	204	74	0				0	72	296				259	0	472				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:	204	74	0				0	72	296				259	0	472				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	204	74	0				0	72	296				259	0	472				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	204	74	0				0	72	296				259	0	472				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	204	74	0				0	72	296				259	0	472				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	368	xxxx	xxxxx	xxxx	xxxx	xxxxx							702	xxxx	220	xxxx	xxxx	xxxxx						
Potent Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx							407	xxxx	825	xxxx	xxxx	xxxxx						
Move Cap.:	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx							347	xxxx	825	xxxx	xxxx	xxxxx						
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx							0.75	xxxx	0.57	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx							5.8	xxxx	3.7	xxxx	xxxx	xxxxx						
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							40.3	xxxx	15.0	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							E	*	C	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									24.0			xxxxxx								
ApproachLOS:	*			*									C			*								

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	628	35		286	787	7		5	29	8		38	13	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	628	35		286	787	7		5	29	8		38	13	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	628	35		286	787	7		5	29	8		38	13	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	628	35		286	787	7		5	29	8		38	13	122	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	628	35		286	787	7		5	29	8		38	13	122	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	628	35		286	787	7		5	29	8		38	13	122	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.89	0.11		1.00	1.98	0.02		0.12	0.69	0.19		0.22	0.07	0.71	
Final Sat.:	1425	2700	150		1425	2825	25		170	984	271		313	107	1005	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.20	0.28	0.28		0.03	0.03	0.03		0.12	0.12	0.12	
Crit Vol:		332			286				5				173			
Crit Moves:		****			****				****				****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: E[47.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	663	116		170	733	0		0	0	0		54	0	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	663	116		170	733	0		0	0	0		54	0	63	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	663	116		170	733	0		0	0	0		54	0	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	663	116		170	733	0		0	0	0		54	0	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	663	116		170	733	0		0	0	0		54	0	63	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		779	xxxx	xxxxx		xxxx	xxxx	xxxxx		1428	xxxx	390	
Potent Cap.:	xxxx	xxxx	xxxxx		847	xxxx	xxxxx		xxxx	xxxx	xxxxx		128	xxxx	615	
Move Cap.:	xxxx	xxxx	xxxxx		847	xxxx	xxxxx		xxxx	xxxx	xxxxx		108	xxxx	615	
Volume/Cap:	xxxx	xxxx	xxxx		0.20	xxxx	xxxx		xxxx	xxxx	xxxx		0.50	xxxx	0.10	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	195	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.4	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	47.9	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				47.9			
ApproachLOS:	*				*				*				E			

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

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

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

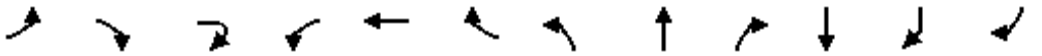
Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R		
Control:	Protected			Protected			Protected				Protected				
Rights:	Include			Include			Include				Include				
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0		
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1		1	0 0	1 0		
Volume Module:															
Base Vol:	159	410	192	64	313	49	105	108	171		116	87	429		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	159	410	192	64	313	49	105	108	171		116	87	429		
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0		
Initial Fut:	159	410	192	64	313	49	105	108	171		116	87	429		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	159	410	192	64	313	49	105	108	171		116	87	429		
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
Reduced Vol:	159	410	192	64	313	49	105	108	171		116	87	429		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	159	410	192	64	313	49	105	108	171		116	87	429		
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	1.36	0.64	1.00	1.73	0.27	1.00	1.00	1.00		1.00	0.17	0.83		
Final Sat.:	1375	1873	877	1375	2378	372	1375	1375	1375		1375	232	1143		
Capacity Analysis Module:															
Vol/Sat:	0.12	0.22	0.22	0.05	0.13	0.13	0.08	0.08	0.12		0.08	0.38	0.38		
Crit Vol:			301	64			105						516		
Crit Moves:			****	****			****						****		

APPENDIX K

YEAR 2025 PLUS PROJECT (WITHOUT DOMINGUEZ ROAD) RAMP INTERSECTIONS – SYNCHRO ANALYSIS



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
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	1.00	1.00	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Volume (vph)	19	8	15	905	32	315	58	868	314	1467	350	39
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)	21	9	16	984	35	342	63	943	341	1595	380	42
RTOR Reduction (vph)	0	15	0	0	0	87	0	0	0	0	0	16
Lane Group Flow (vph)	21	10	0	984	35	255	63	943	341	1595	380	26
Turn Type	Prot	custom		Prot		Perm	Prot		Free		Free	Perm
Protected Phases	7!			3	8!		5!	2		6		
Permitted Phases		4!				8			Free		Free!	6
Actuated Green, G (s)	3.0	4.5		40.0	41.5	41.5	12.0	83.5	140.0	67.5	140.0	67.5
Effective Green, g (s)	3.0	4.5		40.0	41.5	41.5	12.0	83.5	140.0	67.5	140.0	67.5
Actuated g/C Ratio	0.02	0.03		0.29	0.30	0.30	0.09	0.60	1.00	0.48	1.00	0.48
Clearance Time (s)	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
Lane Grp Cap (vph)	38	51		981	552	469	152	3033	1583	1706	1583	763
v/s Ratio Prot	0.01			c0.29	0.02		c0.04	0.19		c0.45		
v/s Ratio Perm		0.01				c0.16			0.22		0.24	0.02
v/c Ratio	0.55	0.19		1.00	0.06	0.54	0.41	0.31	0.22	0.93	0.24	0.03
Uniform Delay, d1	67.8	66.0		50.0	35.3	41.3	60.7	14.0	0.0	34.2	0.0	19.1
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	16.2	1.8		29.5	0.0	1.3	1.8	0.3	0.3	11.0	0.4	0.1
Delay (s)	84.1	67.7		79.5	35.4	42.6	62.5	14.3	0.3	45.2	0.4	19.2
Level of Service	F	E		E	D	D	E	B	A	D	A	B
Approach Delay (s)					69.1			13.0		36.2		
Approach LOS					E			B		D		

Intersection Summary			
HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
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	0.97	0.95	1.00	1.00	1.00	1.00	0.91		1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	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	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Volume (vph)	318	126	246	38	83	34	1199	0	168	114	1547	359
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)	346	137	267	41	90	37	1303	0	183	124	1682	390
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	101	0	0	0
Lane Group Flow (vph)	346	137	192	41	90	37	1303	0	82	124	1682	390
Turn Type	Prot	custom	custom	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Actuated Green, G (s)	9.0	15.7	15.7	3.6	10.3	75.0	33.7		33.7	6.0	43.7	75.0
Effective Green, g (s)	9.0	15.7	15.7	3.6	10.3	75.0	33.7		33.7	6.0	43.7	75.0
Actuated g/C Ratio	0.12	0.21	0.21	0.05	0.14	1.00	0.45		0.45	0.08	0.58	1.00
Clearance Time (s)	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	
Lane Grp Cap (vph)	412	741	331	85	217	1583	2285		711	275	2062	1583
v/s Ratio Prot	c0.10	0.04		0.02			0.26			0.04	c0.48	
v/s Ratio Perm			c0.12		0.06	0.02			0.05			0.25
v/c Ratio	0.84	0.18	0.58	0.48	0.41	0.02	0.57		0.12	0.45	0.82	0.25
Uniform Delay, d1	32.3	24.4	26.7	34.8	29.6	0.0	15.3		12.0	32.9	12.4	0.0
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	14.0	0.1	2.5	4.3	1.3	0.0	1.0		0.3	1.2	3.7	0.4
Delay (s)	46.3	24.5	29.1	39.1	30.9	0.0	16.3		12.3	34.1	16.1	0.4
Level of Service	D	C	C	D	C	A	B		B	C	B	A
Approach Delay (s)		36.2					15.8				14.4	
Approach LOS		D					B				B	

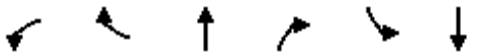
Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	5085	1583	1770	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583	5085	1583	1770	5085
Volume (vph)	168	35	636	50	142	962
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	38	691	54	154	1046
RTOR Reduction (vph)	0	34	0	25	0	0
Lane Group Flow (vph)	183	4	691	29	154	1046
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	7.0	7.0	31.9	31.9	9.1	45.0
Effective Green, g (s)	7.0	7.0	31.9	31.9	9.1	45.0
Actuated g/C Ratio	0.12	0.12	0.53	0.53	0.15	0.75
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	401	185	2704	842	268	3814
v/s Ratio Prot	c0.05		0.14		c0.09	c0.21
v/s Ratio Perm		0.00		0.02		
v/c Ratio	0.46	0.02	0.26	0.03	0.57	0.27
Uniform Delay, d1	24.7	23.5	7.6	6.7	23.7	2.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.2	0.1	3.0	0.2
Delay (s)	25.6	23.5	7.8	6.8	26.6	2.5
Level of Service	C	C	A	A	C	A
Approach Delay (s)	25.2		7.8			5.6
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	206	865	72	0	1448
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	224	940	78	0	1574
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)			471			390
pX, platoon unblocked	0.98	0.98			0.98	
vC, conflicting volume	1504	274			1018	
vC1, stage 1 conf vol	979					
vC2, stage 2 conf vol	525					
vCu, unblocked vol	1457	204			963	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	72			100	
cM capacity (veh/h)	181	788			698	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	224	269	269	269	213	525	525	525
Volume Left	0	0	0	0	0	0	0	0
Volume Right	224	0	0	0	78	0	0	0
cSH	788	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.16	0.16	0.16	0.13	0.31	0.31	0.31
Queue Length 95th (ft)	29	0	0	0	0	0	0	0
Control Delay (s)	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	11.4	0.0				0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Group Flow (vph)	21	25	984	35	342	63	943	341	1595	380	42
v/c Ratio	0.33	0.27	1.00	0.06	0.61	0.41	0.31	0.22	0.91	0.24	0.05
Control Delay	80.1	42.0	79.0	35.1	31.4	69.2	14.1	0.3	42.6	0.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	42.0	79.0	35.1	31.4	69.2	14.1	0.3	42.6	0.4	9.6
Queue Length 50th (ft)	19	8	~466	23	173	55	153	0	728	0	5
Queue Length 95th (ft)	49	39	#614	50	273	105	191	0	#933	0	28
Internal Link Dist (ft)				245			1598		202		
Turn Bay Length (ft)	25		275		175	225		300		125	125
Base Capacity (vph)	63	195	981	679	655	152	3091	1583	1747	1583	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	1.00	0.05	0.52	0.41	0.31	0.22	0.91	0.24	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

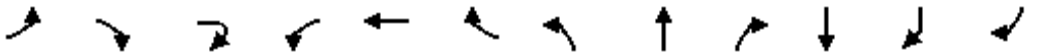
Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR2	SBL	SBT	SBR
Lane Group Flow (vph)	346	137	267	41	90	37	1303	183	124	1682	390
v/c Ratio	0.84	0.18	0.66	0.29	0.40	0.02	0.53	0.17	0.38	0.79	0.25
Control Delay	52.2	24.2	25.1	38.4	33.1	0.0	17.0	0.4	35.3	17.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	24.2	25.1	38.4	33.1	0.0	17.0	0.4	35.3	17.0	0.4
Queue Length 50th (ft)	82	28	75	18	39	0	167	0	27	298	0
Queue Length 95th (ft)	#150	47	141	48	74	0	231	0	54	#538	0
Internal Link Dist (ft)		426					310			1598	
Turn Bay Length (ft)	250		125						250		500
Base Capacity (vph)	412	914	479	142	338	1583	2446	1061	331	2138	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.15	0.56	0.29	0.27	0.02	0.53	0.17	0.37	0.79	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	183	38	691	54	154	1046
v/c Ratio	0.39	0.15	0.24	0.06	0.51	0.26
Control Delay	25.7	10.0	9.6	4.1	27.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	10.0	9.6	4.1	27.7	2.9
Queue Length 50th (ft)	31	0	49	0	51	34
Queue Length 95th (ft)	55	21	89	18	91	56
Internal Link Dist (ft)	801		152			391
Turn Bay Length (ft)	200			125	175	
Base Capacity (vph)	1030	502	2907	928	393	3948
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.08	0.24	0.06	0.39	0.26

Intersection Summary



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
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	1.00	1.00	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Volume (vph)	45	96	96	743	25	231	78	1147	461	1368	221	27
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)	49	104	104	808	27	251	85	1247	501	1487	240	29
RTOR Reduction (vph)	0	33	0	0	0	58	0	0	0	0	0	17
Lane Group Flow (vph)	49	175	0	808	27	193	85	1247	501	1487	240	12
Turn Type	Prot	custom		Prot		Perm	Prot		Free		Free	Perm
Protected Phases	7!			3	8!		5!	2		6		
Permitted Phases		4!				8			Free		Free!	6
Actuated Green, G (s)	5.6	15.6		25.0	35.0	35.0	6.7	57.4	110.0	46.7	110.0	46.7
Effective Green, g (s)	5.6	15.6		25.0	35.0	35.0	6.7	57.4	110.0	46.7	110.0	46.7
Actuated g/C Ratio	0.05	0.14		0.23	0.32	0.32	0.06	0.52	1.00	0.42	1.00	0.42
Clearance Time (s)	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
Lane Grp Cap (vph)	90	224		780	593	504	108	2653	1583	1502	1583	672
v/s Ratio Prot	0.03			c0.24	0.01		c0.05	0.25		c0.42		
v/s Ratio Perm		c0.11				0.12			0.32		0.15	0.01
v/c Ratio	0.54	0.78		1.04	0.05	0.38	0.79	0.47	0.32	0.99	0.15	0.02
Uniform Delay, d1	51.0	45.6		42.5	25.9	29.1	50.9	16.7	0.0	31.4	0.0	18.4
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	6.6	16.2		41.9	0.0	0.5	30.5	0.6	0.5	21.0	0.2	0.0
Delay (s)	57.5	61.8		84.4	26.0	29.6	81.4	17.3	0.5	52.4	0.2	18.4
Level of Service	E	E		F	C	C	F	B	A	D	A	B
Approach Delay (s)					70.2			15.7		44.7		
Approach LOS					E			B		D		

Intersection Summary			
HCM Average Control Delay	40.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

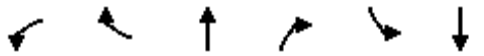
Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91		1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	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	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Volume (vph)	317	121	130	249	341	167	1655	0	267	277	1380	550
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)	345	132	141	271	371	182	1799	0	290	301	1500	598
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	180	0	0	0
Lane Group Flow (vph)	345	132	111	271	371	182	1799	0	110	301	1500	598
Turn Type	Prot	custom	custom	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Actuated Green, G (s)	10.0	18.0	18.0	14.0	22.0	90.0	34.0		34.0	8.0	46.0	90.0
Effective Green, g (s)	10.0	18.0	18.0	14.0	22.0	90.0	34.0		34.0	8.0	46.0	90.0
Actuated g/C Ratio	0.11	0.20	0.20	0.16	0.24	1.00	0.38		0.38	0.09	0.51	1.00
Clearance Time (s)	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	
Lane Grp Cap (vph)	381	708	317	275	387	1583	1921		598	305	1809	1583
v/s Ratio Prot	0.10	0.04		c0.15			c0.35			c0.09	0.42	
v/s Ratio Perm			0.07		c0.23	0.11			0.07			c0.38
v/c Ratio	0.91	0.19	0.35	0.99	0.96	0.11	0.94		0.18	0.99	0.83	0.38
Uniform Delay, d1	39.5	29.9	31.0	37.9	33.6	0.0	27.0		18.7	40.9	18.7	0.0
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	24.2	0.1	0.7	49.8	34.7	0.1	10.2		0.7	47.5	4.6	0.7
Delay (s)	63.8	30.0	31.7	87.7	68.2	0.1	37.1		19.4	88.5	23.2	0.7
Level of Service	E	C	C	F	E	A	D		B	F	C	A
Approach Delay (s)		49.2					34.7				25.8	
Approach LOS		D					C				C	

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	5085	1583	1770	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583	5085	1583	1770	5085
Volume (vph)	437	130	951	129	211	779
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	475	141	1034	140	229	847
RTOR Reduction (vph)	0	110	0	87	0	0
Lane Group Flow (vph)	475	31	1034	53	229	847
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	13.3	13.3	22.6	22.6	12.1	38.7
Effective Green, g (s)	13.3	13.3	22.6	22.6	12.1	38.7
Actuated g/C Ratio	0.22	0.22	0.38	0.38	0.20	0.64
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	761	351	1915	596	357	3280
v/s Ratio Prot	c0.14		c0.20		c0.13	0.17
v/s Ratio Perm		0.02		0.03		
v/c Ratio	0.62	0.09	0.54	0.09	0.64	0.26
Uniform Delay, d1	21.1	18.5	14.6	12.1	22.0	4.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.1	1.1	0.3	3.9	0.2
Delay (s)	22.7	18.7	15.7	12.4	25.9	4.7
Level of Service	C	B	B	B	C	A
Approach Delay (s)	21.8		15.3			9.2
Approach LOS	C		B			A

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	282	790	291	0	1009
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	307	859	316	0	1097
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)			471			390
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1382	373			1175	
vC1, stage 1 conf vol	1017					
vC2, stage 2 conf vol	366					
vCu, unblocked vol	1055	0			821	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	68			100	
cM capacity (veh/h)	240	964			714	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	307	245	245	245	439	366	366	366
Volume Left	0	0	0	0	0	0	0	0
Volume Right	307	0	0	0	316	0	0	0
cSH	964	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.14	0.14	0.14	0.26	0.22	0.22	0.22
Queue Length 95th (ft)	34	0	0	0	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	10.5	0.0				0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Group Flow (vph)	49	208	808	27	251	85	1247	501	1487	240	29
v/c Ratio	0.45	0.85	1.04	0.05	0.45	0.79	0.46	0.32	0.97	0.15	0.04
Control Delay	63.4	67.1	83.9	27.1	22.6	96.3	17.1	0.5	48.4	0.2	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	67.1	83.9	27.1	22.6	96.3	17.1	0.5	48.4	0.2	6.6
Queue Length 50th (ft)	34	118	~317	13	92	61	197	0	534	0	0
Queue Length 95th (ft)	74	#240	#438	34	169	#157	235	0	#704	0	18
Internal Link Dist (ft)				245			1598		202		
Turn Bay Length (ft)	25		275		175	225		300		125	125
Base Capacity (vph)	113	263	780	595	564	107	2692	1583	1531	1583	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.79	1.04	0.05	0.45	0.79	0.46	0.32	0.97	0.15	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR2	SBL	SBT	SBR
Lane Group Flow (vph)	345	132	141	271	371	182	1799	290	301	1500	598
v/c Ratio	0.91	0.19	0.41	0.99	0.96	0.11	0.94	0.31	0.99	0.83	0.38
Control Delay	68.5	30.8	27.0	91.0	72.1	0.1	37.8	0.9	91.4	23.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	30.8	27.0	91.0	72.1	0.1	37.8	0.9	91.4	23.7	0.7
Queue Length 50th (ft)	101	33	51	156	209	0	353	0	89	362	0
Queue Length 95th (ft)	#180	58	107	#311	#383	0	#462	0	#173	461	0
Internal Link Dist (ft)		426					310			1598	
Turn Bay Length (ft)	250		125						250		500
Base Capacity (vph)	381	708	346	275	387	1583	1921	933	305	1809	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.19	0.41	0.99	0.96	0.11	0.94	0.31	0.99	0.83	0.38

Intersection Summary

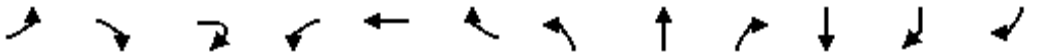
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	475	141	1034	140	229	847
v/c Ratio	0.62	0.31	0.54	0.21	0.64	0.26
Control Delay	24.5	5.8	17.3	4.5	29.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	5.8	17.3	4.5	29.9	5.1
Queue Length 50th (ft)	79	0	107	0	76	41
Queue Length 95th (ft)	114	35	164	34	131	64
Internal Link Dist (ft)	801		152			391
Turn Bay Length (ft)	200			125	175	
Base Capacity (vph)	915	526	1911	682	443	3278
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.54	0.21	0.52	0.26

Intersection Summary

APPENDIX L

YEAR 2025 PLUS PROJECT (WITH DOMINGUEZ ROAD) RAMP INTERSECTIONS – SYNCHRO ANALYSIS



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
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	1.00	1.00	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Volume (vph)	19	8	15	905	32	315	58	868	314	1467	350	39
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)	21	9	16	984	35	342	63	943	341	1595	380	42
RTOR Reduction (vph)	0	15	0	0	0	87	0	0	0	0	0	16
Lane Group Flow (vph)	21	10	0	984	35	255	63	943	341	1595	380	26
Turn Type	Prot	custom		Prot		Perm	Prot		Free		Free	Perm
Protected Phases	7!			3	8!		5!	2		6		
Permitted Phases		4!				8			Free		Free!	6
Actuated Green, G (s)	3.0	4.5		40.0	41.5	41.5	12.0	83.5	140.0	67.5	140.0	67.5
Effective Green, g (s)	3.0	4.5		40.0	41.5	41.5	12.0	83.5	140.0	67.5	140.0	67.5
Actuated g/C Ratio	0.02	0.03		0.29	0.30	0.30	0.09	0.60	1.00	0.48	1.00	0.48
Clearance Time (s)	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
Lane Grp Cap (vph)	38	51		981	552	469	152	3033	1583	1706	1583	763
v/s Ratio Prot	0.01			c0.29	0.02		c0.04	0.19		c0.45		
v/s Ratio Perm		0.01				c0.16			0.22		0.24	0.02
v/c Ratio	0.55	0.19		1.00	0.06	0.54	0.41	0.31	0.22	0.93	0.24	0.03
Uniform Delay, d1	67.8	66.0		50.0	35.3	41.3	60.7	14.0	0.0	34.2	0.0	19.1
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	16.2	1.8		29.5	0.0	1.3	1.8	0.3	0.3	11.0	0.4	0.1
Delay (s)	84.1	67.7		79.5	35.4	42.6	62.5	14.3	0.3	45.2	0.4	19.2
Level of Service	F	E		E	D	D	E	B	A	D	A	B
Approach Delay (s)					69.1			13.0		36.2		
Approach LOS					E			B		D		

Intersection Summary			
HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
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	0.97	0.95	1.00	1.00	1.00	1.00	0.91		1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	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	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Volume (vph)	403	190	286	38	65	36	1161	0	128	129	1381	392
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)	438	207	311	41	71	39	1262	0	139	140	1501	426
RTOR Reduction (vph)	0	0	81	0	0	0	0	0	74	0	0	0
Lane Group Flow (vph)	438	207	230	41	71	39	1262	0	65	140	1501	426
Turn Type	Prot	custom	custom	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Actuated Green, G (s)	9.6	14.8	14.8	3.6	8.8	75.0	34.9		34.9	5.7	44.6	75.0
Effective Green, g (s)	9.6	14.8	14.8	3.6	8.8	75.0	34.9		34.9	5.7	44.6	75.0
Actuated g/C Ratio	0.13	0.20	0.20	0.05	0.12	1.00	0.47		0.47	0.08	0.59	1.00
Clearance Time (s)	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	
Lane Grp Cap (vph)	439	698	312	85	186	1583	2366		737	261	2105	1583
v/s Ratio Prot	c0.13	0.06		0.02			0.25			0.04	c0.42	
v/s Ratio Perm			c0.15		0.04	0.02			0.04			0.27
v/c Ratio	1.00	0.30	0.74	0.48	0.38	0.02	0.53		0.09	0.54	0.71	0.27
Uniform Delay, d1	32.7	25.7	28.3	34.8	30.6	0.0	14.3		11.2	33.4	10.7	0.0
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	42.1	0.2	8.8	4.3	1.3	0.0	0.9		0.2	2.1	2.1	0.4
Delay (s)	74.7	25.9	37.0	39.1	31.9	0.0	15.1		11.4	35.5	12.8	0.4
Level of Service	E	C	D	D	C	A	B		B	D	B	A
Approach Delay (s)		51.9					14.8				11.8	
Approach LOS		D					B				B	

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	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	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Volume (vph)	42	32	53	156	87	31	224	1137	59	123	1577	21
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)	46	35	58	170	95	34	243	1236	64	134	1714	23
RTOR Reduction (vph)	0	0	54	0	0	29	0	0	22	0	0	10
Lane Group Flow (vph)	46	35	4	170	95	5	243	1236	42	134	1714	13
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	2.4	7.0	7.0	10.1	14.7	14.7	12.5	54.1	54.1	12.8	54.4	54.4
Effective Green, g (s)	2.4	7.0	7.0	10.1	14.7	14.7	12.5	54.1	54.1	12.8	54.4	54.4
Actuated g/C Ratio	0.02	0.07	0.07	0.10	0.15	0.15	0.12	0.54	0.54	0.13	0.54	0.54
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	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	3.0
Lane Grp Cap (vph)	82	130	111	347	274	233	429	2751	856	227	2766	861
v/s Ratio Prot	0.01	0.02		c0.05	c0.05		0.07	0.24		c0.08	c0.34	
v/s Ratio Perm			0.00			0.00			0.03			0.01
v/c Ratio	0.56	0.27	0.04	0.49	0.35	0.02	0.57	0.45	0.05	0.59	0.62	0.01
Uniform Delay, d1	48.3	44.1	43.4	42.5	38.3	36.5	41.2	13.9	10.8	41.1	15.7	10.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.5	1.1	0.1	1.1	0.8	0.0	1.7	0.5	0.1	4.1	1.1	0.0
Delay (s)	56.8	45.2	43.5	43.6	39.1	36.5	42.9	14.4	10.9	45.2	16.7	10.5
Level of Service	E	D	D	D	D	D	D	B	B	D	B	B
Approach Delay (s)		48.3			41.4			18.8			18.7	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	21	1137	8	0	1381
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	23	1236	9	0	1501
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)			471			390
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1741	313			1245	
vC1, stage 1 conf vol	1240					
vC2, stage 2 conf vol	500					
vCu, unblocked vol	1455	0			896	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	172	963			669	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	23	353	353	353	185	500	500	500
Volume Left	0	0	0	0	0	0	0	0
Volume Right	23	0	0	0	9	0	0	0
cSH	963	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.21	0.21	0.21	0.11	0.29	0.29	0.29
Queue Length 95th (ft)	2	0	0	0	0	0	0	0
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	8.8	0.0				0.0		
Approach LOS	A							

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Group Flow (vph)	21	25	984	35	342	63	943	341	1595	380	42
v/c Ratio	0.33	0.27	1.00	0.06	0.61	0.41	0.31	0.22	0.91	0.24	0.05
Control Delay	80.1	42.0	79.0	35.1	31.4	69.2	14.1	0.3	42.6	0.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	42.0	79.0	35.1	31.4	69.2	14.1	0.3	42.6	0.4	9.6
Queue Length 50th (ft)	19	8	~466	23	173	55	153	0	728	0	5
Queue Length 95th (ft)	49	39	#614	50	273	105	191	0	#933	0	28
Internal Link Dist (ft)				245			1598		202		
Turn Bay Length (ft)	25		275		175	225		300		125	125
Base Capacity (vph)	63	195	981	679	655	152	3091	1583	1747	1583	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	1.00	0.05	0.52	0.41	0.31	0.22	0.91	0.24	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

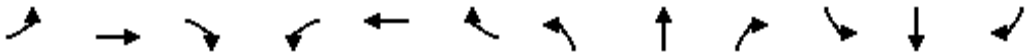
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR2	SBL	SBT	SBR
Lane Group Flow (vph)	438	207	311	41	71	39	1262	139	140	1501	426
v/c Ratio	0.99	0.30	0.79	0.29	0.30	0.02	0.50	0.14	0.45	0.69	0.27
Control Delay	77.5	25.7	33.5	38.4	29.8	0.0	16.1	0.3	37.3	14.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	25.7	33.5	38.4	29.8	0.0	16.1	0.3	37.3	14.1	0.4
Queue Length 50th (ft)	~118	43	93	18	29	0	168	0	31	258	0
Queue Length 95th (ft)	#205	67	171	48	61	0	221	0	60	392	0
Internal Link Dist (ft)		426					310			1598	
Turn Bay Length (ft)	250		125						250		500
Base Capacity (vph)	441	897	476	142	338	1583	2531	1026	314	2180	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.23	0.65	0.29	0.21	0.02	0.50	0.14	0.45	0.69	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	35	58	170	95	34	243	1236	64	134	1714	23
v/c Ratio	0.29	0.26	0.34	0.49	0.35	0.13	0.57	0.44	0.07	0.59	0.60	0.03
Control Delay	51.3	47.8	17.6	47.0	41.0	13.2	46.0	15.3	6.4	51.3	17.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	47.8	17.6	47.0	41.0	13.2	46.0	15.3	6.4	51.3	17.4	5.9
Queue Length 50th (ft)	14	22	0	53	56	0	76	165	5	82	261	0
Queue Length 95th (ft)	34	52	38	85	100	27	110	253	30	135	378	14
Internal Link Dist (ft)		455			801			152			391	
Turn Bay Length (ft)				200					125	175		
Base Capacity (vph)	161	298	302	549	522	468	445	2832	903	277	2847	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.12	0.19	0.31	0.18	0.07	0.55	0.44	0.07	0.48	0.60	0.03

Intersection Summary

Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
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	1.00	1.00	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1583	1583
Volume (vph)	45	96	96	743	25	231	78	1147	461	1368	221	27
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)	49	104	104	808	27	251	85	1247	501	1487	240	29
RTOR Reduction (vph)	0	33	0	0	0	58	0	0	0	0	0	17
Lane Group Flow (vph)	49	175	0	808	27	193	85	1247	501	1487	240	12
Turn Type	Prot	custom		Prot		Perm	Prot		Free		Free	Perm
Protected Phases	7!			3	8!		5!	2		6		
Permitted Phases		4!				8			Free		Free!	6
Actuated Green, G (s)	5.6	15.6		25.0	35.0	35.0	6.7	57.4	110.0	46.7	110.0	46.7
Effective Green, g (s)	5.6	15.6		25.0	35.0	35.0	6.7	57.4	110.0	46.7	110.0	46.7
Actuated g/C Ratio	0.05	0.14		0.23	0.32	0.32	0.06	0.52	1.00	0.42	1.00	0.42
Clearance Time (s)	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
Lane Grp Cap (vph)	90	224		780	593	504	108	2653	1583	1502	1583	672
v/s Ratio Prot	0.03			c0.24	0.01		c0.05	0.25		c0.42		
v/s Ratio Perm		c0.11				0.12			0.32		0.15	0.01
v/c Ratio	0.54	0.78		1.04	0.05	0.38	0.79	0.47	0.32	0.99	0.15	0.02
Uniform Delay, d1	51.0	45.6		42.5	25.9	29.1	50.9	16.7	0.0	31.4	0.0	18.4
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	6.6	16.2		41.9	0.0	0.5	30.5	0.6	0.5	21.0	0.2	0.0
Delay (s)	57.5	61.8		84.4	26.0	29.6	81.4	17.3	0.5	52.4	0.2	18.4
Level of Service	E	E		F	C	C	F	B	A	D	A	B
Approach Delay (s)					70.2			15.7		44.7		
Approach LOS					E			B		D		

Intersection Summary			
HCM Average Control Delay	40.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

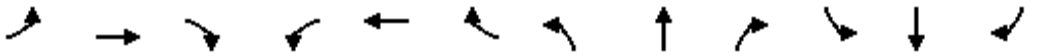
c Critical Lane Group

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
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	0.97	0.95	1.00	1.00	1.00	1.00	0.91		1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	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	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085		1583	3433	3539	1583
Volume (vph)	292	240	78	277	320	169	1587	0	221	212	1168	558
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)	317	261	85	301	348	184	1725	0	240	230	1270	607
RTOR Reduction (vph)	0	0	38	0	0	0	0	0	148	0	0	0
Lane Group Flow (vph)	317	261	47	301	348	184	1725	0	92	230	1270	607
Turn Type	Prot	custom	custom	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!	6	
Permitted Phases			4		8!	Free		Free!	2			Free
Actuated Green, G (s)	10.0	17.3	17.3	14.0	21.3	90.0	34.6		34.6	8.1	46.7	90.0
Effective Green, g (s)	10.0	17.3	17.3	14.0	21.3	90.0	34.6		34.6	8.1	46.7	90.0
Actuated g/C Ratio	0.11	0.19	0.19	0.16	0.24	1.00	0.38		0.38	0.09	0.52	1.00
Clearance Time (s)	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	
Lane Grp Cap (vph)	381	680	304	275	375	1583	1955		609	309	1836	1583
v/s Ratio Prot	0.09	0.07		c0.17			c0.34			0.07	c0.36	
v/s Ratio Perm			0.03		c0.22	0.12			0.06			c0.38
v/c Ratio	0.83	0.38	0.15	1.09	0.93	0.12	0.88		0.15	0.74	0.69	0.38
Uniform Delay, d1	39.2	31.7	30.3	38.0	33.6	0.0	25.8		18.1	39.9	16.2	0.0
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	14.3	0.4	0.2	81.9	28.6	0.1	6.2		0.5	9.3	2.2	0.7
Delay (s)	53.5	32.1	30.5	119.9	62.2	0.1	32.0		18.6	49.3	18.4	0.7
Level of Service	D	C	C	F	E	A	C		B	D	B	A
Approach Delay (s)		42.1					30.4				16.7	
Approach LOS		D					C				B	

Intersection Summary			
HCM Average Control Delay	32.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	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	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Volume (vph)	198	62	229	462	153	49	118	1533	99	208	1240	55
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)	215	67	249	502	166	53	128	1666	108	226	1348	60
RTOR Reduction (vph)	0	0	141	0	0	44	0	0	36	0	0	31
Lane Group Flow (vph)	215	67	108	502	166	9	128	1666	72	226	1348	29
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.3	11.2	11.2	16.7	17.6	17.6	8.2	40.0	40.0	16.1	47.9	47.9
Effective Green, g (s)	10.3	11.2	11.2	16.7	17.6	17.6	8.2	40.0	40.0	16.1	47.9	47.9
Actuated g/C Ratio	0.10	0.11	0.11	0.17	0.18	0.18	0.08	0.40	0.40	0.16	0.48	0.48
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	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	3.0
Lane Grp Cap (vph)	354	209	177	573	328	279	282	2034	633	285	2436	758
v/s Ratio Prot	0.06	0.04		c0.15	c0.09		0.04	c0.33		c0.13	0.27	
v/s Ratio Perm			0.07			0.01			0.05			0.02
v/c Ratio	0.61	0.32	0.61	0.88	0.51	0.03	0.45	0.82	0.11	0.79	0.55	0.04
Uniform Delay, d1	42.9	40.9	42.3	40.6	37.3	34.1	43.8	26.8	18.9	40.3	18.5	13.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.9	5.8	14.1	1.2	0.0	1.2	3.8	0.4	14.0	0.9	0.1
Delay (s)	45.9	41.8	48.1	54.7	38.5	34.2	44.9	30.6	19.2	54.4	19.4	13.9
Level of Service	D	D	D	D	D	C	D	C	B	D	B	B
Approach Delay (s)		46.4			49.5			30.9			24.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	72	1533	23	0	1168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	78	1666	25	0	1270
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)			471			390
pX, platoon unblocked	0.76	0.76			0.76	
vC, conflicting volume	2102	429			1691	
vC1, stage 1 conf vol	1679					
vC2, stage 2 conf vol	423					
vCu, unblocked vol	1492	0			949	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	90			100	
cM capacity (veh/h)	148	820			544	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	78	476	476	476	263	423	423	423
Volume Left	0	0	0	0	0	0	0	0
Volume Right	78	0	0	0	25	0	0	0
cSH	820	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.28	0.28	0.28	0.15	0.25	0.25	0.25
Queue Length 95th (ft)	8	0	0	0	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	9.8	0.0				0.0		
Approach LOS	A							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Group Flow (vph)	49	208	808	27	251	85	1247	501	1487	240	29
v/c Ratio	0.45	0.85	1.04	0.05	0.45	0.79	0.46	0.32	0.97	0.15	0.04
Control Delay	63.4	67.1	83.9	27.1	22.6	96.3	17.1	0.5	48.4	0.2	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	67.1	83.9	27.1	22.6	96.3	17.1	0.5	48.4	0.2	6.6
Queue Length 50th (ft)	34	118	~317	13	92	61	197	0	534	0	0
Queue Length 95th (ft)	74	#240	#438	34	169	#157	235	0	#704	0	18
Internal Link Dist (ft)				245			1598		202		
Turn Bay Length (ft)	25		275		175	225		300		125	125
Base Capacity (vph)	113	263	780	595	564	107	2692	1583	1531	1583	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.79	1.04	0.05	0.45	0.79	0.46	0.32	0.97	0.15	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

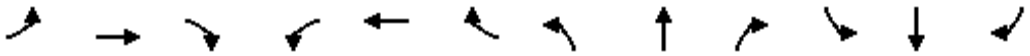
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR2	SBL	SBT	SBR
Lane Group Flow (vph)	317	261	85	301	348	184	1725	240	230	1270	607
v/c Ratio	0.83	0.38	0.25	1.09	0.93	0.12	0.88	0.28	0.74	0.69	0.38
Control Delay	59.0	33.3	18.0	119.9	66.6	0.1	32.8	0.8	56.0	18.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	33.3	18.0	119.9	66.6	0.1	32.8	0.8	56.0	18.9	0.7
Queue Length 50th (ft)	92	67	18	~195	192	0	331	0	67	275	0
Queue Length 95th (ft)	#160	104	57	#354	#352	0	#406	0	#121	352	0
Internal Link Dist (ft)		426					310			1598	
Turn Bay Length (ft)	250		125						250		500
Base Capacity (vph)	381	708	354	275	387	1583	1954	860	309	1836	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.37	0.24	1.09	0.90	0.12	0.88	0.28	0.74	0.69	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	215	67	249	502	166	53	128	1666	108	226	1348	60
v/c Ratio	0.61	0.32	0.78	0.88	0.51	0.16	0.46	0.82	0.16	0.79	0.55	0.08
Control Delay	50.5	43.3	33.2	58.3	42.1	10.4	49.2	32.0	11.4	61.3	20.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	43.3	33.2	58.3	42.1	10.4	49.2	32.0	11.4	61.3	20.3	4.9
Queue Length 50th (ft)	68	40	55	162	97	0	40	365	20	134	221	0
Queue Length 95th (ft)	106	78	137	#246	154	31	71	#445	57	#272	286	23
Internal Link Dist (ft)		465			801			152			391	
Turn Bay Length (ft)				200					125	175		
Base Capacity (vph)	378	298	387	584	410	390	290	2034	669	293	2438	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.22	0.64	0.86	0.40	0.14	0.44	0.82	0.16	0.77	0.55	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.