

Rocklin Commons
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): 0.777
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	1

Volume Module:

Base Vol:	83	299	459	172	405	64	32	201	60	351	227	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	299	459	172	405	64	32	201	60	351	227	99
Added Vol:	0	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:	83	299	459	172	405	64	32	201	60	351	227	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	299	459	172	405	64	32	201	60	351	227	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	299	459	172	405	64	32	201	60	351	227	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	1.10	1.00	1.00
Final Vol.:	83	299	459	172	405	64	32	201	60	386	227	99

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.54	0.46	1.26	0.74	1.00
Final Sat.:	1375	2750	1375	1375	2375	375	1375	2118	632	1732	1018	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.33	0.13	0.17	0.17	0.02	0.09	0.09	0.22	0.22	0.07
Crit Vol:	459	172		131			307					
Crit Moves:	****	****		****			****					

Rocklin Commons
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): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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	0	1	0	1	1	0	1

Volume Module:

Base Vol:	21	10	9	394	7	197	173	999	12	6	1097	778
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	10	9	394	7	197	173	999	12	6	1097	778
Added Vol:	0	0	0	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	394	7	197	173	999	12	6	1097	778
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	10	9	394	7	197	173	999	12	6	1097	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	10	9	394	7	197	173	999	12	6	1097	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.:	21	10	9	433	7	197	173	999	12	6	1097	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	724	651	2706	44	1375	1375	2717	33	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.01	0.16	0.16	0.14	0.13	0.37	0.37	0.00	0.40	0.00
Crit Vol:	21			220			173			549		
Crit Moves:	****			****			****			****		

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

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 56 Level Of Service: C

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

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 14 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

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

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 50.7
Optimal Cycle: 180 Level Of Service: D

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

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 14 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Commons
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): 0.600
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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

Volume Module:
Base Vol: 33 143 64 44 36 125 148 343 46 111 549 169
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 33 143 64 44 36 125 148 343 46 111 549 169
Added Vol: 0 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: 33 143 64 44 36 125 148 343 46 111 549 169
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 143 64 44 36 125 148 343 46 111 549 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 143 64 44 36 125 148 343 46 111 549 169
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 33 143 64 44 36 125 148 343 46 111 549 169

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.38 0.62 1.00 1.00 1.00 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 1425 1969 881 1425 1425 1425 1425 1256 169 1425 1425 1425

Capacity Analysis Module:
Vol/Sat: 0.02 0.07 0.07 0.03 0.03 0.09 0.10 0.27 0.27 0.08 0.39 0.12
Crit Vol: 33 125 148 549
Crit Moves: **** **** **** ****

Rocklin Commons
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): 3.9 Worst Case Level Of Service: B[13.6]

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	0	0	1	0	1	0	0	0

Volume Module:
Base Vol: 167 177 0 0 397 58 48 0 118 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 167 177 0 0 397 58 48 0 118 0 0 0
Added Vol: 0 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: 167 177 0 0 397 58 48 0 118 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 167 177 0 0 397 58 48 0 118 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 167 177 0 0 397 58 48 0 118 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 455 xxxxx xxxxx xxxxx xxxxx 849 xxxxx 228 xxxxx xxxxx xxxxx
Potent Cap.: 1116 xxxxx xxxxx xxxxx xxxxx 304 xxxxx 781 xxxxx xxxxx xxxxx
Move Cap.: 1116 xxxxx xxxxx xxxxx xxxxx 269 xxxxx 781 xxxxx xxxxx xxxxx
Volume/Cap: 0.15 xxxxx xxxxx xxxxx xxxxx 0.18 xxxxx 0.15 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.5 xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx
Control Del: 8.8 xxxxx xxxxx xxxxx xxxxx 21.3 xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * C * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 781 xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.4 xxxxx xxxxx xxxxx
Shared LOS: * * * * * B * * *

ApproachDel: xxxxxx xxxxxx 13.6 xxxxxx
ApproachLOS: * * B *

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

Rocklin Commons
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): 1.048
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	0	1	0	1	1	0	1

Volume Module:

Base Vol:	359	649	282	35	1131	302	92	179	122	337	309	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	649	282	35	1131	302	92	179	122	337	309	47
Added Vol:	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:	359	649	282	35	1131	302	92	179	122	337	309	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	649	282	35	1131	302	92	179	122	337	309	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	649	282	35	1131	302	92	179	122	337	309	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	359	649	282	35	1131	302	92	179	122	337	309	47

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.26	0.24	0.21	0.03	0.41	0.22	0.07	0.13	0.09	0.25	0.22	0.03
Crit Vol:	359			566			179			337		
Crit Moves:	****			****			****			****		

Rocklin Commons
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): 0.613
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:	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	2	1	0	1	0	0	0

Volume Module:

Base Vol:	0	928	113	196	1353	0	0	0	58	272	0	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	928	113	196	1353	0	0	0	58	272	0	283
Added Vol:	0	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	928	113	196	1353	0	0	0	58	272	0	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	928	113	196	1353	0	0	0	58	272	0	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	928	113	196	1353	0	0	0	58	272	0	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	928	113	196	1353	0	0	0	58	272	0	283

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.67	0.33	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3811	464	1425	4275	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.14	0.32	0.00	0.00	0.00	0.04	0.19	0.00	0.20
Crit Vol:		347	196						58	272		
Crit Moves:		****	****						****	****		

Rocklin Commons
 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):      0.748
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      0 0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1 0 2      1 0 1 0 1
-----
Volume Module:
Base Vol:   351 966 67 117 1319 184 129 18 60 120 30 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 351 966 67 117 1319 184 129 18 60 120 30 47
Added Vol:   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: 351 966 67 117 1319 184 129 18 60 120 30 47
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 351 966 67 117 1319 184 129 18 60 120 30 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 351 966 67 117 1319 184 129 18 60 120 30 47
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.: 351 966 67 117 1319 184 129 18 66 120 30 47
-----
Saturation Flow Module:
Sat/Lane:   1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.81 0.19 1.00 2.63 0.37 1.00 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1375 3857 268 1375 3620 505 1375 1375 2750 1375 1375 1375
-----
Capacity Analysis Module:
Vol/Sat:    0.26 0.25 0.25 0.09 0.36 0.36 0.09 0.01 0.02 0.09 0.02 0.03
Crit Vol:   351          501          129          47
Crit Moves: ****          ****          ****          ****
*****
    
```

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project w/o Dominguez AM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↘	↙	↖	↗	↖	↗	↘	↙	↖	↗
Volume (vph)	19	37	14	742	10	331	129	1107	241	1191	335	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0				175	225		300		125	
Storage Lanes	1	1				1	1		1		1	
Taper Length (ft)	25	25				25	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.859	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1520	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1520	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)		14			152	152		241			64	
Link Speed (mph)					45		50		50			
Link Distance (ft)					325		1678		520			
Travel Time (s)					4.9		22.9		7.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	37	14	742	10	331	129	1107	241	1191	335	64
Shared Lane Traffic (%)						49%						
Lane Group Flow (vph)	19	51	0	742	172	169	129	1107	241	1191	335	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24		24		24			
Link Offset(ft)					0		0		0			
Crosswalk Width(ft)					16		16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Free	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases								Free			6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	9.0	16.0	0.0	32.0	23.0	23.0	16.0	63.0	0.0	47.0	47.0	47.0
Total Split (%)	9.5%	16.8%	0.0%	33.7%	24.2%	24.2%	16.8%	66.3%	0.0%	49.5%	49.5%	49.5%

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

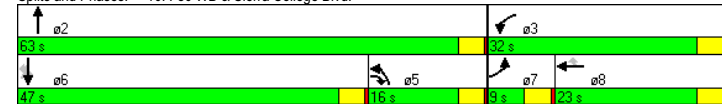
2025 Plus Project w/o Dominguez AM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	5.0	12.0		28.0	19.0	19.0	12.0	59.0		43.0	43.0	43.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	5.0	12.0		25.2	21.6	21.6	12.0	61.8	95.0	45.8	45.8	45.8
Actuated g/C Ratio	0.05	0.13		0.27	0.23	0.23	0.13	0.65	1.00	0.48	0.48	0.48
v/c Ratio	0.20	0.24		0.81	0.37	0.37	0.58	0.33	0.15	0.70	0.44	0.08
Control Delay	48.5	32.4		40.4	10.0	9.7	36.6	2.0	0.2	5.8	4.4	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	48.5	32.4		40.4	10.0	9.7	36.6	2.0	0.2	5.8	4.4	0.4
LOS	D	C		D	A	A	D	A	A	A	A	A
Approach Delay					30.8			4.7		5.3		
Approach LOS					C			A		A		

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	90 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	12.2
Intersection Capacity Utilization:	71.2%
ICU Level of Service:	C
Analysis Period (min):	15

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



2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project w/o Dominguez AM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	428	191	296	52	78	36	979	386	143	122	1456	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			36			143			392
Link Speed (mph)		45					50					50
Link Distance (ft)		506					390					1678
Travel Time (s)		7.7					5.3					22.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	428	191	296	52	78	36	979	386	143	122	1456	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	428	191	296	52	78	36	979	386	143	122	1456	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	Prot	custom	Free		Prot	Perm	Prot		Free
Protected Phases	7	4		3			2	2		1		6
Permitted Phases						8	Free		2			Free
Detector Phase	7	4	4	3	8		2	2	2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0	8.0		20.0
Total Split (s)	21.0	30.0	30.0	11.0	20.0	0.0	43.0	43.0	43.0	11.0	54.0	0.0
Total Split (%)	22.1%	31.6%	31.6%	11.6%	21.1%	0.0%	45.3%	45.3%	45.3%	11.6%	56.8%	0.0%

2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

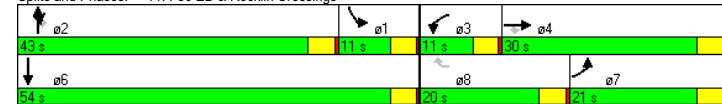
2025 Plus Project w/o Dominguez AM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	17.0	26.0	26.0	7.0	16.0		39.0	39.0	39.0	7.0	50.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0		0	
Act Effct Green (s)	16.5	19.7	19.7	6.7	10.0		47.5	47.5	47.5	7.0	58.5	95.0
Actuated g/C Ratio	0.17	0.21	0.21	0.07	0.11		1.00	0.50	0.50	0.07	0.62	1.00
v/c Ratio	0.72	0.26	0.76	0.42	0.47		0.02	0.38	0.49	0.17	0.48	0.25
Control Delay	44.2	31.2	37.7	52.7	48.3		7.7	10.2	2.2	38.0	7.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	31.2	37.7	52.7	48.3		7.7	10.2	2.2	38.0	7.6	0.3
LOS	D	C	D	D	D		A	A	B	A	D	A
Approach Delay		39.4					7.8				8.0	
Approach LOS		D					A				A	

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	3 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	15.4
Intersection Capacity Utilization:	71.9%
ICU Level of Service:	C
Analysis Period (min):	15

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



Rocklin Commons
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): 0.563
 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:	0	0	2	1	0	3	0	0	0	2	0	0

Volume Module:
 Base Vol: 0 1309 84 207 1595 0 0 0 0 237 0 54
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1309 84 207 1595 0 0 0 0 237 0 54
 Added Vol: 0 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 84 207 1595 0 0 0 0 237 0 54
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 84 207 1595 0 0 0 0 237 0 54
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1309 84 207 1595 0 0 0 0 237 0 54
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 1309 84 207 1595 0 0 0 0 261 0 59

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 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 2.82 0.18 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
 Final Sat.: 0 4017 258 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
 Vol/Sat: 0.00 0.33 0.33 0.15 0.37 0.00 0.00 0.00 0.00 0.09 0.00 0.02
 Crit Vol: 464 207 0 130
 Crit Moves: **** **

Rocklin Commons
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): 0.909
 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:	2	0	3	0	3	0	2	0	2	2	0	1

Volume Module:
 Base Vol: 615 870 47 157 1071 285 291 209 350 86 543 247
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 615 870 47 157 1071 285 291 209 350 86 543 247
 Added Vol: 0 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: 615 870 47 157 1071 285 291 209 350 86 543 247
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 615 870 47 157 1071 285 291 209 350 86 543 247
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 615 870 47 157 1071 285 291 209 350 86 543 247
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
 Final Vol.: 677 870 47 173 1071 285 320 209 350 95 543 247

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 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 1890 860

Capacity Analysis Module:
 Vol/Sat: 0.25 0.21 0.03 0.06 0.26 0.21 0.12 0.08 0.25 0.03 0.29 0.29
 Crit Vol: 338 357 160 395
 Crit Moves: **** **

Rocklin Commons

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): 0.982
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Table with 12 columns representing traffic volumes for different movements. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons

2025 + Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 33 Level Of Service: C

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

Table with 12 columns representing traffic volumes for different movements. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Commons

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): 12.4 Worst Case Level Of Service: D[34.1]

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

Volume Module table with 12 columns and 11 rows including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 3 columns and 3 rows including Critical Gp, FollowUpTim.

Capacity Module table with 5 columns and 5 rows including Cnflct Vol, Potent Cap, Move Cap, Volume/Cap.

Level Of Service Module table with 5 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, etc.

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

Rocklin Commons

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): 37.8 Worst Case Level Of Service: F[109.5]

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

Volume Module table with 12 columns and 11 rows including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 3 columns and 3 rows including Critical Gp, FollowUpTim.

Capacity Module table with 5 columns and 5 rows including Cnflct Vol, Potent Cap, Move Cap, Volume/Cap.

Level Of Service Module table with 5 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, etc.

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

Rocklin Commons

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): 104.2 Worst Case Level Of Service: F[407.3]

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 1 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 530 95 0 0 159 278 170 0 176 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: 530 95 0 0 159 278 170 0 176 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 530 95 0 0 159 278 170 0 176 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 530 95 0 0 159 278 170 0 176 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 530 95 0 0 159 278 170 0 176 0 0 0 0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol: 437 xxxxx xxxxx xxxxx xxxxx 1453 xxxxx 298 xxxxx xxxxx xxxxx
Potent Cap.: 1134 xxxxx xxxxx xxxxx xxxxx 145 xxxxx 746 xxxxx xxxxx xxxxx
Move Cap.: 1134 xxxxx xxxxx xxxxx xxxxx 68 xxxxx 746 xxxxx xxxxx xxxxx
Volume/Cap: 0.47 xxxxx xxxxx xxxxx xxxxx 2.51 xxxxx 0.24 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 2.5 xxxxx xxxxx xxxxx xxxxx 16.6 xxxxx 0.9 xxxxx xxxxx xxxxx
Control Del: 10.9 xxxxx xxxxx xxxxx xxxxx 817.2 xxxxx 11.3 xxxxx xxxxx xxxxx
LOS by Move: B * * * * * F * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 2.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 10.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: B * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 407.3 xxxxxx
ApproachLOS: * * * * * F * * * * *

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

Rocklin Commons

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): 0.734
Loss Time (sec): 0 (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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 4 611 18 235 918 80 10 16 4 67 39 380
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 611 18 235 918 80 10 16 4 67 39 380
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 611 18 235 918 80 10 16 4 67 39 380
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4 611 18 235 918 80 10 16 4 67 39 380
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 611 18 235 918 80 10 16 4 67 39 380
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 4 611 18 235 918 80 10 16 4 67 39 380

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.94 0.06 1.00 1.84 0.16 0.33 0.54 0.13 0.14 0.08 0.78
Final Sat.: 1425 2768 82 1425 2622 228 475 760 190 196 114 1114

Capacity Analysis Module:

Vol/Sat: 0.00 0.22 0.22 0.16 0.35 0.35 0.02 0.02 0.02 0.34 0.34 0.34
Crit Vol: 315 235 10 486
Crit Moves: **** * * * * *

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

```

-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #22 Granite Drive/Project Driveway #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.218
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      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      0 0 0 0 0      2 0 0 0 1
-----
Volume Module:
Base Vol:   0 207 0 0 0 564 0 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: 0 207 0 0 0 564 0 0 0 0 0 0 0 0
Added Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 45 21 0 42 0 0 0 0 15 0 0 0
Initial Fut: 0 252 21 0 606 0 0 0 0 15 0 0 0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 252 21 0 606 0 0 0 0 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 252 21 0 606 0 0 0 0 15 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 1.10 1.00 1.00
Final Vol.: 0 252 21 0 606 0 0 0 0 17 0 0 0
-----
Saturation Flow Module:
Sat/Lane:   1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 2850 0 1425
-----
Capacity Analysis Module:
Vol/Sat:    0.00 0.09 0.01 0.00 0.21 0.00 0.00 0.00 0.00 0.01 0.00 0.00
Crit Vol:   0          303          0          8
Crit Moves: ****          ****          ****
*****

```

Rocklin Commons
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): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 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	1	0	1	1	1	0

Volume Module:

Base Vol:	67	428	473	102	508	31	90	286	69	555	205	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	428	473	102	508	31	90	286	69	555	205	181
Added Vol:	0	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:	67	428	473	102	508	31	90	286	69	555	205	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:	67	428	473	102	508	31	90	286	69	555	205	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	428	473	102	508	31	90	286	69	555	205	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.:	67	428	473	102	508	31	90	286	69	611	205	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	1.88	0.12	1.00	1.61	0.39	1.50	0.50	1.00
Final Sat.:	1375	2750	1375	1375	2592	158	1375	2215	535	2059	691	1375

Capacity Analysis Module:

Vol/Sat:	0.05	0.16	0.34	0.07	0.20	0.20	0.07	0.13	0.13	0.30	0.30	0.13
Crit Vol:	473	102					178	408				
Crit Moves:	****	****					****	****				

Rocklin Commons
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): 1.024
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	1	0	1	0	1	1	0	2

Volume Module:

Base Vol:	23	13	36	672	14	477	378	1243	28	37	1009	721
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	13	36	672	14	477	378	1243	28	37	1009	721
Added Vol:	0	0	0	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	13	36	672	14	477	378	1243	28	37	1009	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	13	36	672	14	477	378	1243	28	37	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	13	36	672	14	477	378	1243	28	37	1009	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.:	23	13	36	739	14	477	378	1243	28	37	1009	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	1.96	0.04	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	365	1010	2699	51	1375	1375	2689	61	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.27	0.27	0.35	0.27	0.46	0.46	0.03	0.37	0.00
Crit Vol:	49			477	378					505		
Crit Moves:	****			****	****					****		

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

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.080
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 50.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	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	1 0 0 1 0	0 0 2 0 1	1 0 2 0 0

Volume Module:

Base Vol:	0 0 0	111 3 417	0 1264 693	589 1339 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	111 3 417	0 1264 693	589 1339 0
Added Vol:	0 0 0	0 0 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	111 3 417	0 1264 693	589 1339 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	111 3 417	0 1264 693	589 1339 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	111 3 417	0 1264 693	589 1339 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 0 0	111 3 417	0 1264 693	589 1339 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 1.00 1.00	0.85 0.85 0.85	1.00 0.95 0.85	0.95 0.95 1.00
Lanes:	0.00 0.00 0.00	1.00 0.01 0.99	0.00 2.00 1.00	1.00 2.00 0.00
Final Sat.:	0 0 0	1615 12 1605	0 3610 1615	1805 3610 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.07 0.26 0.26	0.00 0.35 0.43	0.33 0.37 0.00
Crit Moves:		****	****	****
Green/Cycle:	0.00 0.00 0.00	0.24 0.24 0.24	0.00 0.40 0.40	0.30 0.70 0.00
Volume/Cap:	0.00 0.00 0.00	0.29 1.08 1.08	0.00 0.88 1.08	1.08 0.53 0.00
Delay/Veh:	0.0 0.0 0.0	31.4 107 106.7	0.0 34.7 89.2	96.7 7.4 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	31.4 107 106.7	0.0 34.7 89.2	96.7 7.4 0.0
LOS by Move:	A A A	C F F	A C F	F A A
HCM2kAvqQ:	0 0 0	3 21 21	0 22 32	28 10 0

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

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

Level Of Service Computation Report
2000 HCM Operations 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): 42.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1! 0 1	0 0 0 0 0	1 0 2 0 0	0 0 1 1 0

Volume Module:

Base Vol:	559 1 624	0 0 0	330 1044 0	0 1372 124
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	559 1 624	0 0 0	330 1044 0	0 1372 124
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	559 1 624	0 0 0	330 1044 0	0 1372 124
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	559 1 624	0 0 0	330 1044 0	0 1372 124
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	559 1 624	0 0 0	330 1044 0	0 1372 124
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	559 1 624	0 0 0	330 1044 0	0 1372 124

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.86 0.86 0.86	1.00 1.00 1.00	0.95 0.95 1.00	1.00 0.94 0.94
Lanes:	1.47 0.01 1.52	0.00 0.00 0.00	1.00 2.00 0.00	0.00 1.83 0.17
Final Sat.:	2393 3 2482	0 0 0	1805 3610 0	0 3271 296

Capacity Analysis Module:

Vol/Sat:	0.23 0.36 0.25	0.00 0.00 0.00	0.18 0.29 0.00	0.00 0.42 0.42
Crit Moves:	****		****	****
Green/Cycle:	0.35 0.35 0.35	0.00 0.00 0.00	0.18 0.59 0.00	0.00 0.41 0.41
Volume/Cap:	0.66 1.03 0.71	0.00 0.00 0.00	1.03 0.49 0.00	0.00 1.03 1.03
Delay/Veh:	28.1 66.3 29.3	0.0 0.0 0.0	98.8 12.3 0.0	0.0 60.8 60.8
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	28.1 66.3 29.3	0.0 0.0 0.0	98.8 12.3 0.0	0.0 60.8 60.8
LOS by Move:	C E C	A A A	F B A	A E E
HCM2kAvqQ:	11 26 12	0 0 0	16 10 0	0 33 33

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

Rocklin Commons
2025 + 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): 0.784
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	1	0	0	1	0	1

Volume Module:

Base Vol:	40	64	87	82	141	235	88	737	52	53	517	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	64	87	82	141	235	88	737	52	53	517	42
Added Vol:	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:	40	64	87	82	141	235	88	737	52	53	517	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	64	87	82	141	235	88	737	52	53	517	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	64	87	82	141	235	88	737	52	53	517	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	64	87	82	141	235	88	737	52	53	517	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	1331	94	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.06	0.06	0.10	0.16	0.06	0.55	0.55	0.04	0.36	0.03
Crit Vol:	40			235		789	53					
Crit Moves:	****			****		****	****					

Rocklin Commons
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): 4.7 Worst Case Level Of Service: C[22.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	80	576	0	0	440	76	135	0	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	576	0	0	440	76	135	0	136	0	0	0
Added Vol:	0	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:	80	576	0	0	440	76	135	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	576	0	0	440	76	135	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	80	576	0	0	440	76	135	0	136	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	xxxx	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	516	xxxx	xxxx	xxxx	xxxx	xxxx	926	xxxx	258	xxxx	xxxx	xxxx
Potent Cap.:	1060	xxxx	xxxx	xxxx	xxxx	xxxx	271	xxxx	747	xxxx	xxxx	xxxx
Move Cap.:	1060	xxxx	xxxx	xxxx	xxxx	xxxx	256	xxxx	747	xxxx	xxxx	xxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	xxxx	0.18	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxx	xxxx	xxxx			
Control Del:	8.7	xxxx	xxxx	xxxx	xxxx	xxxx	33.8	xxxx	xxxx	xxxx	xxxx	xxxx			
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	747	xxxx	xxxx	xxxx			
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx			
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.9	xxxx	xxxx	xxxx			
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			22.3			xxxxxx					
ApproachLOS:	*			*			C			*					

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

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

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
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	0	1	0	1	1	0	1

Volume Module:

Base Vol:	212	1246	360	29	865	151	302	382	275	399	276	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1246	360	29	865	151	302	382	275	399	276	48
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	1246	360	29	865	151	302	382	275	399	276	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1246	360	29	865	151	302	382	275	399	276	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1246	360	29	865	151	302	382	275	399	276	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	1246	360	29	865	151	302	382	275	399	276	48

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.15	0.45	0.26	0.02	0.31	0.11	0.22	0.28	0.20	0.29	0.20	0.03
Crit Vol:	623	29					382	399				
Crit Moves:	****	****					****	****				

Rocklin Commons
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): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	2	1	0	0

Volume Module:

Base Vol:	0	1273	329	314	1176	0	0	0	87	204	0	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1273	329	314	1176	0	0	0	87	204	0	286
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	1273	329	314	1176	0	0	0	87	204	0	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1273	329	314	1176	0	0	0	87	204	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1273	329	314	1176	0	0	0	87	204	0	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1273	329	314	1176	0	0	0	87	204	0	286

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.38	0.62	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3397	878	1425	4275	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.22	0.28	0.00	0.00	0.00	0.06	0.14	0.00	0.20
Crit Vol:	534	314							87	204		
Crit Moves:	****	****							****	****		

Rocklin Commons
 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):      0.763
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:        1 0 2 1 0    1 0 2 1 0    1 0 1 0 2    1 0 1 0 1
-----
Volume Module:
Base Vol:     217 1252  69   73 1243  166  325  32  417  111  20  37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  217 1252  69   73 1243  166  325  32  417  111  20  37
Added Vol:    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:  217 1252  69   73 1243  166  325  32  417  111  20  37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   217 1252  69   73 1243  166  325  32  417  111  20  37
Reduct Vol:  0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  217 1252  69   73 1243  166  325  32  417  111  20  37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  217 1252  69   73 1243  166  325  32  459  111  20  37
-----
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.84  0.16  1.00 2.65  0.35  1.00 1.00  2.00  1.00 1.00  1.00
Final Sat.:  1375 3910  215  1375 3639  486  1375 1375  2750  1375 1375  1375
-----
Capacity Analysis Module:
Vol/Sat:     0.16 0.32  0.32  0.05 0.34  0.34  0.24 0.02  0.17  0.08 0.01  0.03
Crit Vol:    217          470          325          37
Crit Moves:  ****          ****          ****          ****
*****
    
```

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project w/o Dominguez PM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	295	396	173	520	30	288	248	978	398	1307	225	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			175	225			300		125	
Storage Lanes	1	1			1	1			1		1	
Taper Length (ft)	25	25			25	25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.878	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950		0.950						
Satd. Flow (prot)	1770	1583	0	3433	1554	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950		0.950						
Satd. Flow (perm)	1770	1583	0	3433	1554	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			127	127			398			202
Link Speed (mph)					45			50		50		
Link Distance (ft)					325			1678		520		
Travel Time (s)					4.9			22.9		7.1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	295	396	173	520	30	288	248	978	398	1307	225	202
Shared Lane Traffic (%)						46%						
Lane Group Flow (vph)	295	569	0	520	162	156	248	978	398	1307	225	202
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24			24		24		
Link Offset(ft)					0			0		0		
Crosswalk Width(ft)					16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Perm	Free	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	20.0	36.0	0.0	40.0	20.0	20.0	36.0	80.0	0.0	44.0	44.0	44.0
Total Split (%)	16.7%	30.0%	0.0%	33.3%	16.7%	16.7%	30.0%	66.7%	0.0%	36.7%	36.7%	36.7%

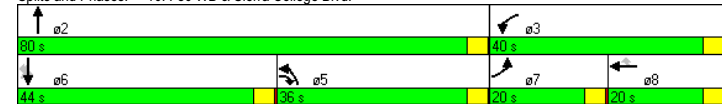
2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project w/o Dominguez PM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	16.0	32.0		36.0	16.0	16.0	32.0	76.0		40.0	40.0	40.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag			Lag	Lag	Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	16.0	32.0		29.3	9.3	9.3	32.0	82.7	120.0	46.7	46.7	46.7
Actuated g/C Ratio	0.13	0.27		0.24	0.08	0.08	0.27	0.69	1.00	0.39	0.39	0.39
v/c Ratio	1.25	1.31		0.62	0.68	0.67	0.53	0.28	0.25	0.95	0.37	0.27
Control Delay	185.5	189.8		43.5	29.3	27.9	35.0	3.0	0.3	33.2	13.2	1.1
Queue Delay	0.0	0.0		0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	185.5	189.8		43.5	29.4	28.0	35.0	3.0	0.3	33.2	13.2	1.1
LOS	F	F		D	C	C	C	A	A	C	B	A
Approach Delay					37.9			7.2		26.9		
Approach LOS					D			A		C		

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	8 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.31
Intersection Signal Delay:	50.0
Intersection Capacity Utilization:	96.2%
Analysis Period (min):	15
Intersection LOS:	D
ICU Level of Service:	F

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



2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project w/o Dominguez PM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔	↔	↔	↔↔↔	↔	↔	↔↔	↔↔	↔
Volume (vph)	296	205	58	230	358	168	1006	638	239	251	1414	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Fit			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58			155			225			472
Link Speed (mph)		45					50					50
Link Distance (ft)		506					390					1678
Travel Time (s)		7.7					5.3					22.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	296	205	58	230	358	168	1006	638	239	251	1414	558
Shared Lane Traffic (%)												
Lane Group Flow (vph)	296	205	58	230	358	168	1006	638	239	251	1414	558
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	Prot	custom	Free		Prot	Perm	Prot		Free
Protected Phases	7	4		3			2	2		1		6
Permitted Phases					8	Free			2			Free
Detector Phase	7	4	4	3	8		2	2	2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0	8.0		20.0
Total Split (s)	15.0	20.0	20.0	29.0	34.0	0.0	58.0	58.0	58.0	13.0	71.0	0.0
Total Split (%)	12.5%	16.7%	16.7%	24.2%	28.3%	0.0%	48.3%	48.3%	48.3%	10.8%	59.2%	0.0%

2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

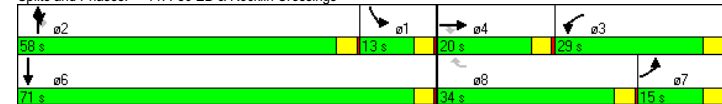
2025 Plus Project w/o Dominguez PM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	11.0	16.0	16.0	25.0	30.0		54.0	54.0	54.0	9.0	67.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0		0	
Act Effct Green (s)	11.5	12.2	12.2	28.2	29.0	120.0	54.5	54.5	54.5	9.0	67.5	120.0
Actuated g/C Ratio	0.10	0.10	0.10	0.24	0.24	1.00	0.45	0.45	0.45	0.08	0.56	1.00
v/c Ratio	0.90	0.57	0.27	0.55	0.93	0.11	0.44	0.89	0.28	0.98	0.71	0.35
Control Delay	84.0	57.3	15.3	46.7	77.2	0.1	8.4	26.0	1.8	75.9	11.3	0.2
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	84.0	57.3	15.3	46.7	77.2	0.1	8.4	26.0	1.8	75.9	11.3	0.2
LOS	F	E	B	D	E	A	A	C	A	E	B	A
Approach Delay		67.1					13.5					15.8
Approach LOS		E					B					B

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	25.2
Intersection Capacity Utilization:	68.3%
ICU Level of Service:	C
Analysis Period (min):	15

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



Rocklin Commons
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): 0.785
 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:	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	3	0	0	0	2	0	0

Volume Module:
 Base Vol: 0 1650 125 273 1409 0 0 0 0 461 0 140
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1650 125 273 1409 0 0 0 0 461 0 140
 Added Vol: 0 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 1650 125 273 1409 0 0 0 0 461 0 140
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1650 125 273 1409 0 0 0 0 461 0 140
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1650 125 273 1409 0 0 0 0 461 0 140
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 1650 125 273 1409 0 0 0 0 507 0 154

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 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 3974 301 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
 Vol/Sat: 0.00 0.42 0.42 0.19 0.33 0.00 0.00 0.00 0.00 0.18 0.00 0.05
 Crit Vol: 592 273 0 254
 Crit Moves: **** **

Rocklin Commons
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): 0.822
 Loss Time (sec): 8 (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:	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	3	0	2	0	2	2	0	1

Volume Module:
 Base Vol: 337 1308 120 339 1313 194 364 532 470 68 300 124
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 337 1308 120 339 1313 194 364 532 470 68 300 124
 Added Vol: 0 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: 337 1308 120 339 1313 194 364 532 470 68 300 124
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 337 1308 120 339 1313 194 364 532 470 68 300 124
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 337 1308 120 339 1313 194 364 532 470 68 300 124
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
 Final Vol.: 371 1308 120 373 1313 194 400 532 470 75 300 124

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 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 1946 804

Capacity Analysis Module:
 Vol/Sat: 0.13 0.32 0.09 0.14 0.32 0.14 0.15 0.19 0.34 0.03 0.15 0.15
 Crit Vol: 436 186 470 37
 Crit Moves: **** **

Rocklin Commons

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): 1.023
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module table with 12 columns representing traffic flows and 12 rows of metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows of metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows of metrics including Vol/Sat, Crit Vol, Crit Moves, and HCM2kAvgQ.

Rocklin Commons

2025 + Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 27 Level Of Service: C

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

Volume Module table with 12 columns representing traffic flows and 12 rows of metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows of metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 8 rows of metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Commons

2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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

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

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 458 115 184 354 0 0 0 0 177 0 441
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 458 115 184 354 0 0 0 0 177 0 441
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 458 115 184 354 0 0 0 0 177 0 441
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 458 115 184 354 0 0 0 0 177 0 441
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 458 115 184 354 0 0 0 0 177 0 441

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 573 xxxx xxxxx xxxx xxxx xxxxx 1180 xxxx 458
Potent Cap.: xxxx xxxx xxxxx 1010 xxxx xxxxx xxxx xxxx xxxxx 212 xxxx 607
Move Cap.: xxxx xxxx xxxxx 1010 xxxx xxxxx xxxx xxxx xxxxx 179 xxxx 607
Volume/Cap: xxxx xxxx xxxxx 0.18 xxxx xxxxx xxxx xxxx xxxxx 0.99 xxxx 0.73

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.7 xxxx xxxxx xxxxx xxxx xxxxx 8.0 xxxx 6.1
Control Del:xxxxx xxxx xxxxx 9.4 xxxx xxxxx xxxxx xxxx xxxxx 117.1 xxxx 25.1
LOS by Move: * * * A * * * * * * * F * * * D
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 9.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 51.4
ApproachLOS: * * * F

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

Rocklin Commons

2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

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

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:
Base Vol: 143 0 121 0 0 0 0 0 363 225 203 228 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 143 0 121 0 0 0 0 0 363 225 203 228 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 143 0 121 0 0 0 0 0 363 225 203 228 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 143 0 121 0 0 0 0 0 363 225 203 228 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 143 0 121 0 0 0 0 0 363 225 203 228 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Cnflct Vol: 1110 xxxxx 476 xxxxx xxxxx xxxxx xxxx xxxxx 588 xxxxx xxxxx
Potent Cap.: 234 xxxxx 593 xxxxx xxxxx xxxxx xxxx xxxxx 997 xxxxx xxxxx
Move Cap.: 193 xxxxx 593 xxxxx xxxxx xxxxx xxxx xxxxx 997 xxxxx xxxxx
Volume/Cap: 0.74 xxxxx 0.20 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.20 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.8 xxxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.5 xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 279 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx 9.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.8 xxxxx xxxxx
Shrd ConDel:xxxxx 81.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 9.5 xxxxx xxxxx
Shared LOS: * F * * * * * * * * * * * * * A * * *
ApproachDel: 81.0 xxxxxx xxxxxx xxxxxx
ApproachLOS: F * * * *

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

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

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #18 Barton Road/Rocklin Road
Average Delay (sec/veh): 17.8 Worst Case Level Of Service: D[28.6]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 299 104 0 0 81 171 207 0 636 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: 299 104 0 0 81 171 207 0 636 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 299 104 0 0 81 171 207 0 636 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 299 104 0 0 81 171 207 0 636 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 299 104 0 0 81 171 207 0 636 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 252 xxxxx xxxxx xxxxx xxxxx 869 xxxxx 167 xxxxx xxxxx xxxxx
Potent Cap.: 1325 xxxxx xxxxx xxxxx xxxxx 325 xxxxx 883 xxxxx xxxxx xxxxx
Move Cap.: 1325 xxxxx xxxxx xxxxx xxxxx 257 xxxxx 883 xxxxx xxxxx xxxxx
Volume/Cap: 0.23 xxxxx xxxxx xxxxx xxxxx 0.80 xxxxx 0.72 xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.9 xxxxx xxxxx xxxxx xxxxx 6.2 xxxxx 6.4 xxxxx xxxxx xxxxx
Control Del: 8.5 xxxxx xxxxx xxxxx xxxxx 58.7 xxxxx 18.8 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * F * C * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 28.6 xxxxxx
ApproachLOS: * * * * *
Note: Queue reported is the number of cars per lane.

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

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #19 Sierra College Boulevard/King Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 (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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 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 1086 73 359 807 9 64 36 5 15 5 216
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 1086 73 359 807 9 64 36 5 15 5 216
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 1086 73 359 807 9 64 36 5 15 5 216
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 1086 73 359 807 9 64 36 5 15 5 216
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 1086 73 359 807 9 64 36 5 15 5 216
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 2 1086 73 359 807 9 64 36 5 15 5 216
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.87 0.13 1.00 1.98 0.02 0.61 0.34 0.05 0.06 0.02 0.92
Final Sat.: 1425 2670 180 1425 2819 31 869 489 68 91 30 1304
Capacity Analysis Module:
Vol/Sat: 0.00 0.41 0.41 0.25 0.29 0.29 0.07 0.07 0.07 0.17 0.17 0.17
Crit Vol: 580 359 64 236
Crit Moves: **** **

Rocklin Commons

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): 90.4 Worst Case Level Of Service: F[987.2]

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 0 1243 119 257 786 0 0 0 0 58 0 179
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1243 119 257 786 0 0 0 0 58 0 179
Added Vol: 0 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 1243 119 257 786 0 0 0 0 58 0 179
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1243 119 257 786 0 0 0 0 58 0 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 1243 119 257 786 0 0 0 0 58 0 179

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.8 xxxx 6.9
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 1362 xxxx xxxxx xxxx xxxx xxxxx 2209 xxxx 681
Potent Cap.: xxxx xxxx xxxxx 511 xxxx xxxxx xxxx xxxx xxxxx 39 xxxx 398
Move Cap.: xxxx xxxx xxxxx 511 xxxx xxxxx xxxx xxxx xxxxx 23 xxxx 398
Volume/Cap: xxxx xxxx xxxxx 0.50 xxxx xxxxx xxxx xxxx xxxxx 2.49 xxxx 0.45

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 2.8 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 19.0 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
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 81 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 23.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 987 xxxxx
Shared LOS: * * * * * * * * * * * * * * F
ApproachDel: xxxxxx xxxxxx xxxxxx 987.2
ApproachLOS: * * * * F

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

Rocklin Commons

2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629

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 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

Volume Module:
Base Vol: 344 413 208 94 295 0 125 211 270 104 128 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 344 413 208 94 295 0 125 211 270 104 128 76
Added Vol: 0 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: 344 413 208 94 295 0 125 211 270 104 128 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 344 413 208 94 295 0 125 211 270 104 128 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 344 413 208 94 295 0 125 211 270 104 128 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 344 413 208 94 295 0 125 211 270 104 128 76

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.33 0.67 1.00 2.00 0.00 1.00 1.00 1.00 1.00 0.63 0.37
Final Sat.: 1375 1829 921 1375 2750 0 1375 1375 1375 1375 863 512

Capacity Analysis Module:
Vol/Sat: 0.25 0.23 0.23 0.07 0.11 0.00 0.09 0.15 0.20 0.08 0.15 0.15
Crit Vol: 344 148 270 104
Crit Moves: **** **

ApproachDel: xxxxxx xxxxxx xxxxxx 987.2
ApproachLOS: * * * * F

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

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

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
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 0 1 1 0 2 0 0 0 0 0 0 0 2 0 0 0 1

Volume Module:
Base Vol: 0 774 0 0 403 0 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: 0 774 0 0 403 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 128 71 0 132 0 0 0 0 85 0 0
Initial Fut: 0 902 71 0 535 0 0 0 0 85 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 902 71 0 535 0 0 0 0 85 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 902 71 0 535 0 0 0 0 85 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 0 902 71 0 535 0 0 0 0 94 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 2850 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.32 0.05 0.00 0.19 0.00 0.00 0.00 0.00 0.03 0.00
Crit Vol: 451 0 0 0 0 0 0 0 0 47
Crit Moves: **** **

Rocklin Commons
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): 0.623
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 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 1 0 0 0 1

Volume Module:
Base Vol: 25 276 397 110 304 24 58 142 66 304 66 114
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 276 397 110 304 24 58 142 66 304 66 114
Added Vol: 0 3 28 4 3 0 0 0 0 25 0 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 279 425 114 307 24 58 142 66 329 66 118
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 279 425 114 307 24 58 142 66 329 66 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 279 425 114 307 24 58 142 66 329 66 118
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 1.10 1.00 1.00 1.00
Final Vol.: 25 279 425 114 307 24 58 142 66 362 66 118

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.85 0.15 1.00 1.37 0.63 1.69 0.31 1.00
Final Sat.: 1375 2750 1375 1375 2551 199 1375 1877 873 2326 424 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.31 0.08 0.12 0.12 0.04 0.08 0.08 0.16 0.16 0.09
Crit Vol: 425 114 104 214
Crit Moves: **** **

Rocklin Commons
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): 0.744
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: 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 2 0 1

Volume Module:
Base Vol: 32 16 30 609 22 160 316 688 13 35 508 363
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 32 16 30 609 22 160 316 688 13 35 508 363
Added Vol: 0 0 0 9 0 43 47 18 0 0 17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 32 16 30 618 22 203 363 706 13 35 525 363
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: 32 16 30 618 22 203 363 706 13 35 525 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 32 16 30 618 22 203 363 706 13 35 525 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 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 32 16 30 680 22 203 363 706 13 35 525 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.35 0.65 1.94 0.06 1.00 1.00 1.96 0.04 1.00 2.00 1.00
Final Sat.: 1375 478 897 2664 86 1375 1375 2700 50 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.03 0.26 0.26 0.15 0.26 0.26 0.26 0.03 0.19 0.00
Crit Vol: 46 351 363 263
Crit Moves: **** **

Rocklin Commons
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 82 Level Of Service: C

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

Volume Module table with 12 columns representing traffic flows and 12 rows of metrics including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 11 rows of metrics including Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Rocklin Commons
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 76 Level Of Service: B

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

Volume Module table with 12 columns representing traffic flows and 12 rows of metrics including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 11 rows of metrics including Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Rocklin Commons
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): 0.438
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

Table with 12 columns representing traffic volumes. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLE Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons
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): 1.1 Worst Case Level Of Service: B[13.0]

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

Table with 12 columns representing traffic volumes. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap Module, and FollowUpTim.

Table with 12 columns representing capacity. Rows include Capacity Module, Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service. Rows include Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Commons
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): 0.685
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 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

Volume Module:
Base Vol: 47 693 74 32 629 83 50 276 76 125 210 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 693 74 32 629 83 50 276 76 125 210 32
Added Vol: 13 85 111 0 92 0 0 0 14 120 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 778 185 32 721 83 50 276 90 245 210 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 778 185 32 721 83 50 276 90 245 210 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 778 185 32 721 83 50 276 90 245 210 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 60 778 185 32 721 83 50 276 90 245 210 32

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 1375 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.28 0.13 0.02 0.26 0.06 0.04 0.20 0.07 0.18 0.15 0.02
Crit Vol: 389 32 276 245
Crit Moves: **** **

Rocklin Commons
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): 0.480
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: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 2 1 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

Volume Module:
Base Vol: 0 748 27 116 740 0 0 0 14 76 0 109
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 748 27 116 740 0 0 0 14 76 0 109
Added Vol: 0 209 106 0 226 0 0 0 0 115 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 957 133 116 966 0 0 0 14 191 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: 0 957 133 116 966 0 0 0 14 191 0 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 957 133 116 966 0 0 0 14 191 0 109
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 957 133 116 966 0 0 0 14 191 0 109

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.63 0.37 1.00 3.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 0 3753 522 1425 4275 0 0 0 1425 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.25 0.08 0.23 0.00 0.00 0.00 0.01 0.13 0.00 0.08
Crit Vol: 363 116 14 191
Crit Moves: **** **

Rocklin Commons
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): 0.746
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		
	L	T	R	L	T	R	L	T	R	L	T	R
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	2	1	0	1	2	1	0

Volume Module:

Base Vol:	322	602	94	58	561	235	216	19	181	119	18	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	602	94	58	561	235	216	19	181	119	18	26
Added Vol:	6	238	0	0	334	8	76	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	840	94	58	895	243	292	19	188	119	18	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	840	94	58	895	243	292	19	188	119	18	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	840	94	58	895	243	292	19	188	119	18	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	328	840	94	58	895	243	292	19	207	119	18	26

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.36	0.64	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3710	415	1375	3244	881	1375	1375	2750	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.24	0.23	0.23	0.04	0.28	0.28	0.21	0.01	0.08	0.09	0.01	0.02
Crit Vol:	328			379			292			26		
Crit Moves:	****			****			****			****		

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project w/o Dominguez Sat
12/31/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↘	↙	↖	↗	↘	↙	↖	↗	↘	↙
Volume (vph)	270	411	170	367	67	31	572	1126	723	1111	177	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			175	225			300		125	
Storage Lanes	1	1			1	1			1		1	
Taper Length (ft)	25	25			25	25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.994	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1759	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1759	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			2	28			714			375
Link Speed (mph)					45		50		50			
Link Distance (ft)					325		1678		520			
Travel Time (s)					4.9		22.9		7.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	270	411	170	367	67	31	572	1126	723	1111	177	375
Shared Lane Traffic (%)					10%							
Lane Group Flow (vph)	270	581	0	367	70	28	572	1126	723	1111	177	375
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24		24		24			
Link Offset(ft)					0		0		0			
Crosswalk Width(ft)					16		16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Free	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	17.0	37.0	0.0	37.0	20.0	20.0	37.0	78.0	0.0	41.0	41.0	41.0
Total Split (%)	14.8%	32.2%	0.0%	32.2%	17.4%	17.4%	32.2%	67.8%	0.0%	35.7%	35.7%	35.7%

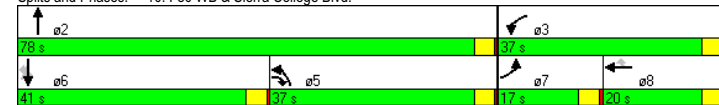
2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project w/o Dominguez Sat
12/31/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	13.0	33.0		33.0	16.0	16.0	33.0	74.0		37.0	37.0	37.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag			Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	13.0	33.0		24.8	9.8	9.8	33.0	82.2	115.0	45.2	45.2	45.2
Actuated g/C Ratio	0.11	0.29		0.22	0.09	0.09	0.29	0.71	1.00	0.39	0.39	0.39
v/c Ratio	1.35	1.24		0.50	0.46	0.18	1.13	0.31	0.46	0.80	0.28	0.44
Control Delay	226.4	161.9		41.1	57.6	19.2	97.9	1.5	0.8	22.8	15.2	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Delay	226.4	161.9		41.1	57.6	19.2	97.9	1.5	0.8	23.1	15.2	2.0
LOS	F	F		D	E	B	F	A	A	C	B	A
Approach Delay					42.3			24.1		17.5		
Approach LOS					D			C		B		

Intersection Summary	
Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	115
Offset:	3 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.35
Intersection Signal Delay:	48.5
Intersection Capacity Utilization:	94.0%
ICU Level of Service:	F
Analysis Period (min):	15

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



2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project w/o Dominguez Sat
12/31/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	487	555	125	350	301	162	1663	87	365	234	1089	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950					0.950			
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950					0.950			
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83			162			365			566
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	487	555	125	350	301	162	1663	87	365	234	1089	566
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	555	125	350	301	162	1663	87	365	234	1089	566
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm		Prot	custom	Free		Prot	Perm	Prot	Free
Protected Phases	7	4		3			2	2		1	6	
Permitted Phases						8	Free		2			Free
Detector Phase	7	4	4	3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	23.0	25.0	25.0	31.0	33.0	0.0	45.0	45.0	45.0	14.0	59.0	0.0
Total Split (%)	20.0%	21.7%	21.0%	27.0%	28.7%	0.0%	39.1%	39.1%	39.1%	12.2%	51.3%	0.0%

2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

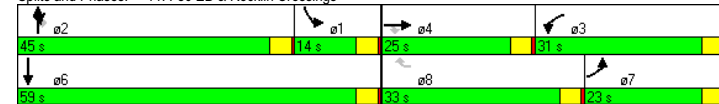
2025 Plus Project w/o Dominguez Sat
12/31/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	19.0	21.0	21.0	27.0	29.0		41.0	41.0	41.0	10.0	55.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0		0	
Act Effct Green (s)	20.3	20.5	20.5	25.4	25.5	115.0	43.2	43.2	43.2	10.0	57.2	115.0
Actuated g/C Ratio	0.18	0.18	0.18	0.22	0.22	1.00	0.38	0.38	0.38	0.09	0.50	1.00
v/c Ratio	0.80	0.88	0.36	0.90	0.86	0.10	0.87	0.15	0.44	0.78	0.62	0.36
Control Delay	56.9	62.7	19.1	69.3	65.4	0.1	28.3	14.0	4.3	53.5	14.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	62.7	19.1	69.3	65.4	0.1	28.3	14.0	4.3	53.5	14.2	0.3
LOS	E	E	B	E	E	A	C	B	A	D	B	A
Approach Delay		55.6					23.6				14.9	
Approach LOS		E					C				B	

Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	115
Offset:	8 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	31.2
Intersection Capacity Utilization:	86.9%
ICU Level of Service:	E
Analysis Period (min):	15

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



Rocklin Commons
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): 0.729
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: 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 2

Volume Module:
Base Vol: 0 1252 343 113 1131 0 0 0 0 540 0 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1252 343 113 1131 0 0 0 0 540 0 20
Added Vol: 0 218 0 25 201 0 0 0 0 0 0 40
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1470 343 138 1332 0 0 0 0 540 0 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1470 343 138 1332 0 0 0 0 540 0 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1470 343 138 1332 0 0 0 0 540 0 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 1.10
Final Vol.: 0 1470 343 138 1332 0 0 0 0 594 0 66

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 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 2.43 0.57 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 3466 809 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.42 0.42 0.10 0.31 0.00 0.00 0.00 0.00 0.21 0.00 0.02
Crit Vol: 604 138 0 297
Crit Moves: **** **

Rocklin Commons
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): 0.568
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: 230 767 78 167 800 157 172 344 219 100 360 63
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 230 767 78 167 800 157 172 344 219 100 360 63
Added Vol: 0 112 0 66 104 17 19 0 0 0 0 72
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 230 879 78 233 904 174 191 344 219 100 360 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 230 879 78 233 904 174 191 344 219 100 360 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 879 78 233 904 174 191 344 219 100 360 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 253 879 78 256 904 174 210 344 219 110 360 135

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 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 1.45 0.55
Final Sat.: 2750 4125 1375 2750 4125 1375 2750 2750 1375 2750 2000 750

Capacity Analysis Module:
Vol/Sat: 0.09 0.21 0.06 0.09 0.22 0.13 0.08 0.13 0.16 0.04 0.18 0.18
Crit Vol: 127 301 105 248
Crit Moves: **** **

Rocklin Commons
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): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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

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

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 26 Level Of Service: C

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

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

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Rocklin Commons
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[17.4]

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 1 0 0 0 1

Volume Module:
Base Vol: 0 375 97 108 362 0 0 0 0 93 0 238
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 375 97 108 362 0 0 0 0 93 0 238
Added Vol: 0 20 0 0 19 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 395 97 108 381 0 0 0 0 93 0 238
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 395 97 108 381 0 0 0 0 93 0 238
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 395 97 108 381 0 0 0 0 93 0 238

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 492 xxxx xxxxx xxxxx xxxx xxxxx 992 xxxx 395
Potent Cap.: xxxx xxxx xxxxx 1082 xxxx xxxxx xxxxx xxxx xxxxx 275 xxxx 659
Move Cap.: xxxx xxxx xxxxx 1082 xxxx xxxxx xxxxx xxxx xxxxx 252 xxxx 659
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx xxxxx xxxx xxxxx 0.37 xxxx 0.36

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx 1.6 xxxx 1.6
Control Del:xxxxx xxxx xxxxx 8.7 xxxx xxxxx xxxxx xxxx xxxxx 27.3 xxxx 13.5
LOS by Move: * * * A * * * * * D * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 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 17.4
ApproachLOS: * * * C

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

Rocklin Commons
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[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: 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 0

Volume Module:
Base Vol: 22 0 151 0 0 0 0 0 283 31 107 210 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 0 151 0 0 0 0 0 283 31 107 210 0
Added Vol: 10 0 0 0 0 0 0 0 19 9 0 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 32 0 151 0 0 0 0 0 302 40 107 230 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: 32 0 151 0 0 0 0 0 302 40 107 230 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 32 0 151 0 0 0 0 0 302 40 107 230 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
Cnflct Vol: 766 xxxxx 322 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 342 xxxxx xxxxx
Potent Cap.: 374 xxxxx 724 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1228 xxxxx xxxxx
Move Cap.: 347 xxxxx 724 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1228 xxxxx xxxxx
Volume/Cap: 0.09 xxxxx 0.21 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.09 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx 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
SharedCap.: xxxx 608 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx 1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Shrd ConDel:xxxxx 13.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
Shared LOS: * B * * * * * * * * A * *
ApproachDel: 13.4 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

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

Rocklin Commons
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): 14.3 Worst Case Level Of Service: C[24.5]

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 1 0 0 0 0 0 0

Volume Module:

Base Vol: 139 73 0 0 72 298 255 0 417 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: 139 73 0 0 72 298 255 0 417 0 0 0 0
Added Vol: 72 0 0 0 0 0 0 0 66 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 211 73 0 0 72 298 255 0 483 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 211 73 0 0 72 298 255 0 483 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 211 73 0 0 72 298 255 0 483 0 0 0 0

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

Capacity Module:
Cnflct Vol: 370 xxxxx xxxxx xxxxx xxxxx 716 xxxxx 221 xxxxx xxxxx xxxxx
Potent Cap.: 1200 xxxxx xxxxx xxxxx xxxxx 400 xxxxx 824 xxxxx xxxxx xxxxx
Move Cap.: 1200 xxxxx xxxxx xxxxx xxxxx 339 xxxxx 824 xxxxx xxxxx xxxxx
Volume/Cap: 0.18 xxxxx xxxxx xxxxx xxxxx 0.75 xxxxx 0.59 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.6 xxxxx xxxxx xxxxx xxxxx 5.9 xxxxx 3.9 xxxxx xxxxx xxxxx
Control Del: 8.6 xxxxx xxxxx xxxxx xxxxx 41.9 xxxxx 15.4 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * E * C * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 24.5 xxxxxx
ApproachLOS: * * C * *

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

Rocklin Commons
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): 0.559
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
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 6 559 36 285 723 6 6 36 10 38 13 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 559 36 285 723 6 6 36 10 38 13 115
Added Vol: 0 85 0 0 92 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 644 36 285 815 6 6 36 10 38 13 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 644 36 285 815 6 6 36 10 38 13 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 644 36 285 815 6 6 36 10 38 13 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 644 36 285 815 6 6 36 10 38 13 115

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 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 1.99 0.01 0.12 0.69 0.19 0.23 0.08 0.69
Final Sat.: 1425 2699 151 1425 2829 21 164 987 274 326 112 987

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.24 0.20 0.29 0.29 0.04 0.04 0.04 0.12 0.12 0.12
Crit Vol: 340 285 6 166
Crit Moves: **** * * * * * * * * * *

Rocklin Commons
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): 4.7 Worst Case Level Of Service: F[55.1]

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 1 0 0
Volume Module:				
Base Vol:	0 585 119	170 664 0	0 0 0	58 0 66
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 585 119	170 664 0	0 0 0	58 0 66
Added Vol:	0 85 0	0 92 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 670 119	170 756 0	0 0 0	58 0 66
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 670 119	170 756 0	0 0 0	58 0 66
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	0 670 119	170 756 0	0 0 0	58 0 66
Critical Gap Module:				
Critical Gp:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx xxxxx xxxx xxxxx	6.8 xxxx	6.9
FollowUpTim:	xxxxx xxxx xxxxx	2.2 xxxx xxxxx xxxxx xxxx xxxxx	3.5 xxxx	3.3
Capacity Module:				
Cnflct Vol:	xxxx xxxx xxxxx	789 xxxx xxxxx xxxx xxxx xxxxx	1448 xxxx	395
Potent Cap.:	xxxx xxxx xxxxx	840 xxxx xxxxx xxxx xxxx xxxxx	124 xxxx	610
Move Cap.:	xxxx xxxx xxxxx	840 xxxx xxxxx xxxx xxxx xxxxx	105 xxxx	610
Volume/Cap:	xxxx xxxx xxxx	0.20 xxxx xxxx xxxx xxxx xxxx	0.55 xxxx	0.11
Level Of Service Module:				
2Way95thQ:	xxxx xxxx xxxxx	0.8 xxxx xxxxx xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 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 xxxx xxxxx	188 xxxxx
SharedQueue:	xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx	3.9 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx	55.1 xxxxx		
Shared LOS:	* * * * * * *	* * * * * * *	* * * * * * *	* * * * * * *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	55.1
ApproachLOS:	F	F	F	F

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

Rocklin Commons
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): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	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:	159 343 201	64 245 49	101 109 171	120 85 418
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	159 343 201	64 245 49	101 109 171	120 85 418
Added Vol:	0 75 0	0 82 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	159 418 201	64 327 49	101 109 171	120 85 418
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	159 418 201	64 327 49	101 109 171	120 85 418
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	159 418 201	64 327 49	101 109 171	120 85 418
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	159 418 201	64 327 49	101 109 171	120 85 418
Saturation Flow Module:				
Sat/Lane:	1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.35 0.65	1.00 1.74 0.26	1.00 1.00 1.00	1.00 0.17 0.83
Final Sat.:	1375 1857 893	1375 2392 358	1375 1375 1375	1375 232 1143
Capacity Analysis Module:				
Vol/Sat:	0.12 0.23 0.23	0.05 0.14 0.14	0.07 0.08 0.12	0.09 0.37 0.37
Crit Vol:	310	64	101	503
Crit Moves:	****	****	****	****

Rocklin Commons
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.245
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 0 1 1 0 2 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 416 0 0 576 0 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: 0 416 0 0 576 0 0 0 0 0 0 0 0
Added Vol: 0 7 94 0 6 0 0 0 0 96 0 0 0
PasserByVol: 0 0 9 0 0 0 0 0 0 10 0 0 0
Initial Fut: 0 423 103 0 582 0 0 0 0 106 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 423 103 0 582 0 0 0 0 106 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 423 103 0 582 0 0 0 0 106 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 1.10 1.00 1.00 1.00
Final Vol.: 0 423 103 0 582 0 0 0 0 117 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 2850 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.07 0.00 0.20 0.00 0.00 0.00 0.00 0.04 0.00 0.00
Crit Vol: 0 291 0 58
Crit Moves: **** **

Rocklin Commons
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): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

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

Control: Split Phase Split Phase Protected Protected
Rights: Include Ignore Include 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 0 1 0 2 0 1

Volume Module:

Base Vol: 21 10 9 394 7 197 173 999 12 6 1097 778
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 10 9 394 7 197 173 999 12 6 1097 778
Added Vol: 0 0 0 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 9 394 7 197 173 999 12 6 1097 778
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 21 10 9 394 7 0 173 999 12 6 1097 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 10 9 394 7 0 173 999 12 6 1097 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 21 10 9 433 7 0 173 999 12 6 1097 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.53 0.47 1.97 0.03 1.00 1.00 1.98 0.02 1.00 2.00 1.00
Final Sat.: 1375 724 651 2706 44 1375 1375 2717 33 1375 2750 1375

Capacity Analysis Module:

Vol/Sat: 0.02 0.01 0.01 0.16 0.16 0.00 0.13 0.37 0.37 0.00 0.40 0.00
Crit Vol: 21 220 173 549
Crit Moves: ****

Rocklin Commons
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): 0.951
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 Ignore 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 0 1 0 2 0 1

Volume Module:

Base Vol: 23 13 36 672 14 477 378 1243 28 37 1009 721
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 13 36 672 14 477 378 1243 28 37 1009 721
Added Vol: 0 0 0 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 13 36 672 14 477 378 1243 28 37 1009 721
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 23 13 36 672 14 0 378 1243 28 37 1009 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 13 36 672 14 0 378 1243 28 37 1009 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 23 13 36 739 14 0 378 1243 28 37 1009 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.27 0.73 1.96 0.04 1.00 1.00 1.96 0.04 1.00 2.00 1.00
Final Sat.: 1375 365 1010 2699 51 1375 1375 2689 61 1375 2750 1375

Capacity Analysis Module:

Vol/Sat: 0.02 0.04 0.04 0.27 0.27 0.00 0.27 0.46 0.46 0.03 0.37 0.00
Crit Vol: 49 377 378 505
Crit Moves: ****

Rocklin Commons
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): 0.744
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:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Ignore	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 0
Lanes:	1 0 0 1 0	1 1 0 0 1	1 0 1 1 0	1 0 2 0 1

Volume Module:

Base Vol:	32 16 30	609 22 160	316 688 13	35 508 363
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	32 16 30	609 22 160	316 688 13	35 508 363
Added Vol:	0 0 0	9 0 43	47 18 0	0 17 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	32 16 30	618 22 203	363 706 13	35 525 363
User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	32 16 30	618 22 0	363 706 13	35 525 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	32 16 30	618 22 0	363 706 13	35 525 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 0.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Vol.:	32 16 30	680 22 0	363 706 13	35 525 0

Saturation Flow Module:

Sat/Lane:	1375 1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.35 0.65	1.94 0.06 1.00	1.00 1.96 0.04	1.00 2.00 1.00
Final Sat.:	1375 478 897	2664 86 1375	1375 2700 50	1375 2750 1375

Capacity Analysis Module:

Vol/Sat:	0.02 0.03 0.03	0.26 0.26 0.00	0.26 0.26 0.26	0.03 0.19 0.00
Crit Vol:	46 351	363	263	
Crit Moves:	****	****	****	****

Rocklin Commons
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): 0.998
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 1 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 1 0 1	2 0 0 1 0

Volume Module:

Base Vol:	359 649 282	35 1131 302	92 179 122	337 309 47
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	359 649 282	35 1131 302	92 179 122	337 309 47
Added Vol:	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:	359 649 282	35 1131 302	92 179 122	337 309 47
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	359 649 282	35 1131 302	92 179 122	337 309 47
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	359 649 282	35 1131 302	92 179 122	337 309 47
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.00
Final Vol.:	359 649 282	35 1131 302	92 179 122	371 309 47

Saturation Flow Module:

Sat/Lane:	1375 1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 1.00 1.00	2.00 0.87 0.13
Final Sat.:	1375 2750 1375	1375 2750 1375	1375 1375 1375	2750 1193 182

Capacity Analysis Module:

Vol/Sat:	0.26 0.24 0.21	0.03 0.41 0.22	0.07 0.13 0.09	0.13 0.26 0.26
Crit Vol:	359	566	92	356
Crit Moves:	****	****	****	****

Rocklin Commons
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): 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: 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 0 1 0

Volume Module:

Base Vol: 212 1246 360 29 865 151 302 382 275 399 276 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 212 1246 360 29 865 151 302 382 275 399 276 48
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 1246 360 29 865 151 302 382 275 399 276 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 212 1246 360 29 865 151 302 382 275 399 276 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 212 1246 360 29 865 151 302 382 275 399 276 48
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 212 1246 360 29 865 151 302 382 275 439 276 48

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 2.00 0.85 0.15
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 2750 1171 204

Capacity Analysis Module:

Vol/Sat: 0.15 0.45 0.26 0.02 0.31 0.11 0.22 0.28 0.20 0.16 0.24 0.24
Crit Vol: 623 29 302 324
Crit Moves: ****

Rocklin Commons
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): 0.605
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 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 0 1 0

Volume Module:

Base Vol: 47 693 74 32 629 83 50 276 76 125 210 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 693 74 32 629 83 50 276 76 125 210 32
Added Vol: 13 85 111 0 92 0 0 0 14 120 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 778 185 32 721 83 50 276 90 245 210 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 778 185 32 721 83 50 276 90 245 210 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 778 185 32 721 83 50 276 90 245 210 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 60 778 185 32 721 83 50 276 90 270 210 32

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 2.00 0.87 0.13
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 2750 1193 182

Capacity Analysis Module:

Vol/Sat: 0.04 0.28 0.13 0.02 0.26 0.06 0.04 0.20 0.07 0.10 0.18 0.18
Crit Vol: 389 32 276 135
Crit Moves: ****

Rocklin Commons
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): 0.901
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: E

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

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 6 353 111 685 521 5 11 70 22 83 15 606
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 353 111 685 521 5 11 70 22 83 15 606
Added Vol: 0 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: 6 353 111 685 521 5 11 70 22 83 15 606
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 353 111 685 521 5 11 70 22 83 15 606
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 353 111 685 521 5 11 70 22 83 15 606
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 353 111 685 521 5 11 70 22 83 15 606

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.11 0.68 0.21 0.85 0.15 1.00
Final Sat.: 1375 1375 1375 1375 1362 13 147 934 294 1165 210 1375

Capacity Analysis Module:
Vol/Sat: 0.00 0.26 0.08 0.50 0.38 0.38 0.07 0.07 0.07 0.07 0.07 0.44
Crit Vol: 353 685 103 98
Crit Moves: **** **

Rocklin Commons
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): 0.938
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 8 597 117 465 544 10 7 11 9 94 12 666
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 597 117 465 544 10 7 11 9 94 12 666
Added Vol: 0 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: 8 597 117 465 544 10 7 11 9 94 12 666
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 597 117 465 544 10 7 11 9 94 12 666
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 597 117 465 544 10 7 11 9 94 12 666
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 8 597 117 465 544 10 7 11 9 94 12 666

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.98 0.02 0.26 0.41 0.33 0.89 0.11 1.00
Final Sat.: 1375 1375 1375 1375 1350 25 356 560 458 1219 156 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.43 0.09 0.34 0.40 0.40 0.02 0.02 0.02 0.08 0.08 0.48
Crit Vol: 597 0 27 666
Crit Moves: **** **

Rocklin Commons
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): 0.698
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: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 1

Volume Module:
Base Vol: 14 376 105 341 373 6 6 16 9 115 12 318
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 376 105 341 373 6 6 16 9 115 12 318
Added Vol: 0 75 9 0 82 0 0 0 0 10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 451 114 341 455 6 6 16 9 125 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: 14 451 114 341 455 6 6 16 9 125 12 318
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 451 114 341 455 6 6 16 9 125 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.: 14 451 114 341 455 6 6 16 9 125 12 318

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.19 0.52 0.29 0.91 0.09 1.00
Final Sat.: 1375 1375 1375 1375 1357 18 266 710 399 1255 120 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.33 0.08 0.25 0.34 0.34 0.02 0.02 0.02 0.10 0.10 0.23
Crit Vol: 451 341 31 137
Crit Moves: ****

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

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
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: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 530 95 0 0 159 278 170 0 176 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 530 95 0 0 159 278 170 0 176 0 0 0
Added Vol: 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: 530 95 0 0 159 278 170 0 176 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 530 95 0 0 159 278 170 0 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 530 95 0 0 159 278 170 0 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 530 95 0 0 159 278 170 0 176 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: 0.85 0.15 0.00 0.00 0.36 0.64 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1208 217 0 0 518 907 1425 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.44 0.44 0.00 0.00 0.31 0.31 0.12 0.00 0.12 0.00 0.00 0.00
Crit Vol: 625 0 176 0
Crit Moves: ****

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

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

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

Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 299 104 0 0 81 171 207 0 636 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 299 104 0 0 81 171 207 0 636 0 0 0
Added Vol: 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: 299 104 0 0 81 171 207 0 636 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: 299 104 0 0 81 171 207 0 636 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 299 104 0 0 81 171 207 0 636 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.: 299 104 0 0 81 171 207 0 636 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: 0.74 0.26 0.00 0.00 0.32 0.68 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1057 368 0 0 458 967 1425 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.00 0.00 0.18 0.18 0.15 0.00 0.45 0.00 0.00 0.00
Crit Vol: 403 0 636 0
Crit Moves: ****

Rocklin Commons
2025 + Project without Dominguez Road Condition - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (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: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 139 73 0 0 72 298 255 0 417 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 139 73 0 0 72 298 255 0 417 0 0 0
Added Vol: 72 0 0 0 0 0 0 0 66 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 211 73 0 0 72 298 255 0 483 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: 211 73 0 0 72 298 255 0 483 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 211 73 0 0 72 298 255 0 483 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.: 211 73 0 0 72 298 255 0 483 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: 0.74 0.26 0.00 0.00 0.19 0.81 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1059 366 0 0 277 1148 1425 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.00 0.00 0.26 0.26 0.18 0.00 0.34 0.00 0.00 0.00
Crit Vol: 284 370 483 0
Crit Moves: ****

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

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

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 (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 Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 574 15 208 1191 0 0 0 0 114 0 197
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 574 15 208 1191 0 0 0 0 114 0 197
Added Vol: 0 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: 0 574 15 208 1191 0 0 0 0 114 0 197
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 574 15 208 1191 0 0 0 0 114 0 197
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 574 15 208 1191 0 0 0 0 114 0 197
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 574 15 208 1191 0 0 0 0 114 0 197

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 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 1.95 0.05 1.00 2.00 0.00 0.00 0.00 0.00 0.37 0.00 0.63
Final Sat.: 0 2777 73 1425 2850 0 0 0 0 522 0 903

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.15 0.42 0.00 0.00 0.00 0.00 0.22 0.00 0.22
Crit Vol: 0 596 0 311
Crit Moves: **** *

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

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

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 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 Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 1243 119 257 786 0 0 0 0 58 0 179
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1243 119 257 786 0 0 0 0 58 0 179
Added Vol: 0 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 1243 119 257 786 0 0 0 0 58 0 179
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1243 119 257 786 0 0 0 0 58 0 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1243 119 257 786 0 0 0 0 58 0 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1243 119 257 786 0 0 0 0 58 0 179

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.83 0.17 1.00 2.00 0.00 0.00 0.00 0.00 0.24 0.00 0.76
Final Sat.: 0 2601 249 1425 2850 0 0 0 0 349 0 1076

Capacity Analysis Module:
Vol/Sat: 0.00 0.48 0.48 0.18 0.28 0.00 0.00 0.00 0.00 0.17 0.00 0.17
Crit Vol: 681 257 0 237
Crit Moves: **** *

Rocklin Commons
 2025 + Project without Dominguez Road Condition - Saturday

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

 Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 0 (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				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:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	585	119	170	664	0	0	0	0	58	0	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	585	119	170	664	0	0	0	0	58	0	66
Added Vol:	0	85	0	0	92	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	119	170	756	0	0	0	0	58	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	119	170	756	0	0	0	0	58	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	119	170	756	0	0	0	0	58	0	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.:	0	670	119	170	756	0	0	0	0	58	0	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:	0.00	1.70	0.30	1.00	2.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	2420	430	1425	2850	0	0	0	0	667	0	758

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.12	0.27	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Vol:	395	170	170	170	170	0	0	0	0	124	0	124
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****