APPENDIX J

2030 PLUS PROJECT WITH DOMINGUEZ ROAD LOS WORKSHEETS

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.219
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	61	625	764	193	687	24	44	173	112	810	262	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	625	764	193	687	24	44	173	112	810	262	163
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:	61	625	764	193	687	24	44	173	112	810	262	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	625	764	193	687	24	44	173	112	810	262	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	625	764	193	687	24	44	173	112	810	262	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	61	625	764	193	687	24	44	173	112	891	262	163
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.21	0.79	1.55	0.45	1.00
Final Sat.:	1375	2750	1375	1375	2657	93	1375	1669	1081	2125	625	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.56	0.14	0.26	0.26	0.03	0.10	0.10	0.42	0.42	0.12
Crit Volume:			764	193					143	577		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	24	8	5	402	5	213	188	1034	10	8	1500	653
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	8	5	402	5	213	188	1034	10	8	1500	653
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	8	5	402	5	213	188	1034	10	8	1500	653
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:	24	8	5	402	5	213	188	1034	10	8	1500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	8	5	402	5	213	188	1034	10	8	1500	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	24	8	5	442	5	213	188	1034	10	8	1500	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	0.62	0.38	1.98	0.02	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	846	529	2719	31	1375	1375	2724	26	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.16	0.16	0.15	0.14	0.38	0.38	0.01	0.55	0.00
Crit Volume:	24			224			188				750	
Crit Moves:	****			****			****				****	

Rocklin Crossings
2030 + Project with 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):	1.115
Loss Time (sec):	6	Average Delay (sec/veh):	54.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	2	1	0	2
Volume Module:												
Base Vol:	0	0	0	135	0	524	0	867	621	612	1695	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	135	0	524	0	867	621	612	1695	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	135	0	524	0	867	621	612	1695	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	135	0	524	0	867	621	612	1695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	524	0	867	621	612	1695	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	0	524	0	867	621	612	1695	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.32	0.00	0.24	0.38	0.34	0.47	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.34	0.34	0.30	0.65	0.00
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	1.11	0.00	0.70	1.11	1.11	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	27.4	0.0	112.2	0.0	30.0	106.4	108.8	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.4	0.0	112.2	0.0	30.0	106.4	108.8	12.8	0.0
LOS by Move:	A	A	A	C	A	F	A	C	F	F	B	A
HCM2kAvgQ:	0	0	0	3	0	27	0	12	28	25	17	0

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

Rocklin Crossings
2030 + Project with 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):	1.072
Loss Time (sec):	6	Average Delay (sec/veh):	58.9
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	834	0	1173	0	0	0	271	767	0	0	1426	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	834	0	1173	0	0	0	271	767	0	0	1426	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	0	1173	0	0	0	271	767	0	0	1426	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	834	0	1173	0	0	0	271	767	0	0	1426	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	0	1173	0	0	0	271	767	0	0	1426	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	834	0	1173	0	0	0	271	767	0	0	1426	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	2404	0	2691	0	0	0	1805	3610	0	0	3384	197
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.44	0.00	0.00	0.00	0.15	0.21	0.00	0.00	0.42	0.42
Crit Moves:			****				****				****	
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.14	0.53	0.00	0.00	0.39	0.39
Volume/Cap:	0.85	0.00	1.07	0.00	0.00	0.00	1.07	0.40	0.00	0.00	1.07	1.07
Delay/Veh:	30.2	0.0	72.7	0.0	0.0	0.0	119.9	14.0	0.0	0.0	76.1	76.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	0.0	72.7	0.0	0.0	0.0	119.9	14.0	0.0	0.0	76.1	76.1
LOS by Move:	C	A	E	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	19	0	34	0	0	0	12	7	0	0	36	36

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	8	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	256	58	35	124	171	248	467	82	67	618	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	256	58	35	124	171	248	467	82	67	618	171
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:	76	256	58	35	124	171	248	467	82	67	618	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	256	58	35	124	171	248	467	82	67	618	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	256	58	35	124	171	248	467	82	67	618	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	256	58	35	124	171	248	467	82	67	618	171
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	0.85	0.15	1.00	0.78	0.22
Final Sat.:	1425	2324	526	1425	1425	1425	1425	1212	213	1425	1116	309
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.02	0.09	0.12	0.17	0.39	0.39	0.05	0.55	0.55
Crit Volume:	76					171	248					789
Crit Moves:	****					****	****					****

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	250	325	227	82	325	36	34	107	21	103	95	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	325	227	82	325	36	34	107	21	103	95	45
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:	250	325	227	82	325	36	34	107	21	103	95	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	325	227	82	325	36	34	107	21	103	95	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	325	227	82	325	36	34	107	21	103	95	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	325	227	82	325	36	34	107	21	103	95	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	0.84	0.16	1.00	0.68	0.32
Final Sat.:	1375	2750	1375	1375	2476	274	1375	1149	226	1375	933	442
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.17	0.06	0.13	0.13	0.02	0.09	0.09	0.07	0.10	0.10
Crit Volume:	250				181			128		103		
Crit Moves:	****				****			****		****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	8	Average Delay (sec/veh):	46.4
Optimal Cycle:	160	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	236	766	227	65	1411	282	156	246	66	436	446	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	766	227	65	1411	282	156	246	66	436	446	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	766	227	65	1411	282	156	246	66	436	446	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	766	227	65	1411	282	156	246	66	436	446	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	766	227	65	1411	282	156	246	66	436	446	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	766	227	65	1411	282	156	246	66	436	446	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.14	0.04	0.39	0.17	0.09	0.13	0.04	0.24	0.23	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.46	0.46	0.08	0.40	0.40	0.10	0.13	0.13	0.25	0.28	0.28
Volume/Cap:	0.97	0.46	0.31	0.46	0.97	0.43	0.84	0.97	0.31	0.97	0.84	0.14
Delay/Veh:	92.2	18.7	17.2	46.5	46.2	22.1	71.4	91.2	40.0	71.8	45.3	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	18.7	17.2	46.5	46.2	22.1	71.4	91.2	40.0	71.8	45.3	27.1
LOS by Move:	F	B	B	D	D	C	E	F	D	E	D	C
HCM2kAvgQ:	9	8	4	3	29	6	7	12	2	19	16	1

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	8	Average Delay (sec/veh):	23.8
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	930	139	327	1586	3	0	0	59	351	0	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	139	327	1586	3	0	0	59	351	0	292
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	930	139	327	1586	3	0	0	59	351	0	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	930	139	327	1586	3	0	0	59	351	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	930	139	327	1586	3	0	0	59	351	0	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	930	139	327	1586	3	0	0	59	351	0	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.91	0.91	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	2.61	0.39	1.00	2.99	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4427	662	1805	5177	10	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.18	0.31	0.31	0.00	0.00	0.04	0.24	0.00	0.18
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.31	0.31	0.26	0.57	0.57	0.00	0.00	0.35	0.35	0.00	0.35
Volume/Cap:	0.00	0.69	0.69	0.69	0.54	0.54	0.00	0.00	0.10	0.69	0.00	0.52
Delay/Veh:	0.0	31.8	31.8	37.3	13.5	13.5	0.0	0.0	22.0	31.7	0.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	31.8	37.3	13.5	13.5	0.0	0.0	22.0	31.7	0.0	26.6
LOS by Move:	A	C	C	D	B	B	A	A	C	C	A	C
HCM2kAvgQ:	0	11	11	8	10	10	0	0	1	10	0	7

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

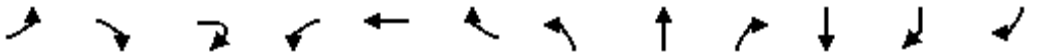
Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	304	1054	79	96	1567	203	70	14	96	136	25	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:	304	1054	79	96	1567	203	70	14	96	136	25	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1054	79	96	1567	203	70	14	96	136	25	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:	304	1054	79	96	1567	203	70	14	96	136	25	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1054	79	96	1567	203	70	14	96	136	25	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	1.10	1.00	1.00	1.00
FinalVolume:	304	1054	79	96	1567	203	70	14	106	136	25	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	2.79	0.21	1.00	2.66	0.34	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3837	288	1375	3652	473	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.27	0.07	0.43	0.43	0.05	0.01	0.04	0.10	0.02	0.02
Crit Volume:	304					590			53	136		
Crit Moves:	****					****			****	****		



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	17	61	20	1250	20	327	256	1100	37	982	730	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	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)	17	61	20	1250	20	327	256	1100	37	982	730	85
RTOR Reduction (vph)	0	9	0	0	0	66	0	0	0	0	0	21
Lane Group Flow (vph)	17	72	0	1250	20	261	256	1100	37	982	730	64
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	12.4	27.2		40.6	29.0	95.6	14.0	66.6	120.0	48.6	48.6	48.6
Effective Green, g (s)	12.4	27.2		40.6	29.0	95.6	14.0	66.6	120.0	48.6	48.6	48.6
Actuated g/C Ratio	0.10	0.23		0.34	0.24	0.80	0.12	0.55	1.00	0.41	0.41	0.41
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	183	412		1161	450	1314	207	2822	1583	1433	755	641
v/s Ratio Prot	0.01	0.00		c0.36	0.01	c0.05	c0.14	0.22		0.28	c0.39	
v/s Ratio Perm		0.04				0.12			0.02			0.04
v/c Ratio	0.09	0.17		1.08	0.04	0.20	1.24	0.39	0.02	0.69	0.97	0.10
Uniform Delay, d1	48.7	37.4		39.7	34.9	2.9	53.0	15.2	0.0	29.4	34.9	22.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.83	0.64	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2		49.6	0.0	0.1	138.3	0.4	0.0	2.7	25.6	0.3
Delay (s)	48.9	37.6		89.3	34.9	3.0	182.5	10.0	0.0	32.1	60.5	22.4
Level of Service	D	D		F	C	A	F	B	A	C	E	C
Approach Delay (s)					71.0			41.5		43.2		
Approach LOS					E			D		D		

Intersection Summary			
HCM Average Control Delay	51.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	706	358	421	63	165	35	522	490	125	193	1984	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	833	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	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)	706	358	421	63	165	35	522	490	125	193	1984	116
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	60	0	0	0
Lane Group Flow (vph)	706	358	411	63	165	35	522	490	65	193	1984	116
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	35.1	35.1	35.1	35.1	35.1	120.0	62.4	62.4	62.4	10.5	76.9	120.0
Effective Green, g (s)	35.1	35.1	35.1	35.1	35.1	120.0	62.4	62.4	62.4	10.5	76.9	120.0
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	1.00	0.52	0.52	0.52	0.09	0.64	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1004	1035	463	244	463	1583	2644	969	823	300	2268	1583
v/s Ratio Prot	0.21	0.10					0.10	0.26		0.06	c0.56	
v/s Ratio Perm			c0.26	0.08	0.10	0.02			0.04			0.07
v/c Ratio	0.70	0.35	0.89	0.26	0.36	0.02	0.20	0.51	0.08	0.64	0.87	0.07
Uniform Delay, d1	37.8	33.4	40.6	32.5	33.5	0.0	15.4	18.8	14.4	52.9	17.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.82	0.69	0.75	1.46	1.00
Incremental Delay, d2	2.3	0.2	18.3	0.6	0.5	0.0	0.2	1.8	0.2	2.0	2.3	0.0
Delay (s)	40.1	33.6	58.8	33.1	34.0	0.0	13.6	17.3	10.1	41.6	27.9	0.0
Level of Service	D	C	E	C	C	A	B	B	B	D	C	A
Approach Delay (s)		43.8					14.8				27.6	
Approach LOS		D					B				C	

Intersection Summary			
HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	401	892	4	37	2192	169	116	9	72	29	100	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	892	4	37	2192	169	116	9	72	29	100	14
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:	401	892	4	37	2192	169	116	9	72	29	100	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	892	4	37	2192	169	116	9	72	29	100	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	892	4	37	2192	169	116	9	72	29	100	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	441	892	4	37	2192	169	128	9	72	32	100	14
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.00	0.03	0.53	0.12	0.05	0.01	0.05	0.01	0.07	0.01
Crit Volume:	221				731		64				100	
Crit Moves:	****				****		****				****	

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.425
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	620	858	103	75	1332	92	88	197	344	205	591	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:	620	858	103	75	1332	92	88	197	344	205	591	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	858	103	75	1332	92	88	197	344	205	591	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:	620	858	103	75	1332	92	88	197	344	205	591	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	858	103	75	1332	92	88	197	344	205	591	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
FinalVolume:	620	858	103	75	1332	92	88	197	344	205	591	216
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	1007	368
Capacity Analysis Module:												
Vol/Sat:	0.45	0.31	0.07	0.05	0.32	0.07	0.06	0.07	0.25	0.15	0.59	0.59
Crit Volume:	620				444		88				807	
Crit Moves:	****				****		****				****	

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	8	Average Delay (sec/veh):	54.9
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	4	361	61	563	755	16	10	51	26	120	26	614
Growth Adj:	1.00	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	361	61	563	755	16	10	51	26	120	26	614
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	361	61	563	755	16	10	51	26	120	26	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	361	61	563	755	16	10	51	26	120	26	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	361	61	563	755	16	10	51	26	120	26	614
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	361	61	563	755	16	10	51	26	120	26	614
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.86	0.86
Lanes:	1.00	0.86	0.14	1.00	0.98	0.02	0.11	0.59	0.30	1.00	0.04	0.96
Final Sat.:	1805	1590	269	1805	1855	39	208	1063	542	1805	66	1560
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.31	0.41	0.41	0.05	0.05	0.05	0.07	0.39	0.39
Crit Moves:		****		****			****				****	
Green/Cycle:	0.00	0.21	0.21	0.29	0.50	0.50	0.05	0.05	0.05	0.37	0.37	0.66
Volume/Cap:	0.81	1.07	1.07	1.07	0.81	0.81	1.07	1.07	1.07	0.18	1.07	0.59
Delay/Veh:	313.4	103	103.1	93.2	26.1	26.1	166.4	166	166.4	21.4	87.0	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	313.4	103	103.1	93.2	26.1	26.1	166.4	166	166.4	21.4	87.0	10.3
LOS by Move:	F	F	F	F	C	C	F	F	F	C	F	B
HCM2kAvgQ:	1	21	21	26	22	22	6	6	6	2	30	11

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

Rocklin Crossings
2030 + Project with 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):	0.451
Loss Time (sec):	8	Average Delay (sec/veh):	19.0
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	184	764	60	16	367	660	113	50	113	30	64	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	764	60	16	367	660	113	50	113	30	64	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	764	60	16	367	660	113	50	113	30	64	30
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	764	60	16	367	0	113	50	113	30	64	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	764	60	16	367	0	113	50	113	30	64	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	764	60	16	367	0	113	50	113	30	64	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	1.00	0.72	0.72	0.85	0.53	0.95	0.95
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	0.69	0.31	1.00	1.00	0.68	0.32
Final Sat.:	1805	3310	260	1805	1900	1900	946	418	1615	1015	1232	577
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.01	0.19	0.00	0.12	0.12	0.07	0.03	0.05	0.05
Crit Moves:	****				****			****				
Green/Cycle:	0.23	0.63	0.63	0.02	0.43	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.45	0.37	0.37	0.37	0.45	0.00	0.45	0.45	0.26	0.11	0.20	0.20
Delay/Veh:	34.1	9.0	9.0	53.2	20.6	0.0	31.6	31.6	29.4	28.0	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	9.0	9.0	53.2	20.6	0.0	31.6	31.6	29.4	28.0	28.7	28.7
LOS by Move:	C	A	A	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	8	0	5	5	3	1	2	2

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

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

Average Delay (sec/veh): 28.1 Worst Case Level Of Service: F[64.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1 0	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	436	117	121	399	0	0	0	0	225	0	578
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	117	121	399	0	0	0	0	225	0	578
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	436	117	121	399	0	0	0	0	225	0	578
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	436	117	121	399	0	0	0	0	225	0	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	436	117	121	399	0	0	0	0	225	0	578
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	553	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	xxxx	436
Potent Cap.:	xxxx	xxxx	xxxxx	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx	245	xxxx	625
Move Cap.:	xxxx	xxxx	xxxxx	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx	221	xxxx	625
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	1.02	xxxx	0.93
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	9.4	xxxx	12.1
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	112.0	xxxx	45.8
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	E
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			64.3		
ApproachLOS:	*			*			*			F		

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0		0 1	0	0 0
Volume Module:												
Base Vol:	44	0	110	0	0	0	0	225	24	116	461	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:	44	0	110	0	0	0	0	225	24	116	461	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:	44	0	110	0	0	0	0	225	24	116	461	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:	44	0	110	0	0	0	0	225	24	116	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	0	110	0	0	0	0	225	24	116	461	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	930	930	237	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	249	xxxx	xxxxx
Potent Cap.:	299	269	807	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1328	xxxx	xxxxx
Move Cap.:	278	244	807	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1328	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	523	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.997
Loss Time (sec):	0	Average Delay (sec/veh):	34.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	544	79	0	0	87	307	115	0	238	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:	544	79	0	0	87	307	115	0	238	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:	544	79	0	0	87	307	115	0	238	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:	544	79	0	0	87	307	115	0	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	79	0	0	87	307	115	0	238	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	544	79	0	0	87	307	115	0	238	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.22	0.78	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	546	584	0	0	135	477	473	0	559	0	0	0
Capacity Analysis Module:												
Vol/Sat:	1.00	0.14	xxxx	xxxx	0.64	0.64	0.24	xxxx	0.43	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	63.0	9.7	0.0	0.0	18.5	18.5	12.6	0.0	13.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	9.7	0.0	0.0	18.5	18.5	12.6	0.0	13.5	0.0	0.0	0.0
LOS by Move:	F	A	*	*	C	C	B	*	B	*	*	*
ApproachDel:	56.3			18.5			13.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	56.3			18.5			13.2			xxxxxx		
LOS by Appr:	F			C			B			*		
AllWayAvgQ:	8.1	0.2	0.0	1.6	1.6	1.6	0.3	0.0	0.7	0.0	0.0	0.0

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	9	Average Delay (sec/veh):	20.1
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	454	11	159	1367	149	6	19	13	57	45	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	454	11	159	1367	149	6	19	13	57	45	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	454	11	159	1367	149	6	19	13	57	45	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	454	11	159	1367	149	6	19	13	57	45	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	454	11	159	1367	149	6	19	13	57	45	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	454	11	159	1367	149	6	19	13	57	45	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.91	0.91	0.91	0.85	0.85	0.85
Lanes:	1.00	1.95	0.05	1.00	1.80	0.20	0.16	0.50	0.34	0.18	0.14	0.68
Final Sat.:	1805	3511	85	1805	3206	349	272	863	590	297	234	1089
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.09	0.43	0.43	0.02	0.02	0.02	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.38	0.38	0.26	0.62	0.62	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.69	0.34	0.34	0.34	0.69	0.69	0.08	0.08	0.08	0.69	0.69	0.69
Delay/Veh:	111.4	22.5	22.5	30.8	13.6	13.6	26.7	26.7	26.7	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.4	22.5	22.5	30.8	13.6	13.6	26.7	26.7	26.7	36.7	36.7	36.7
LOS by Move:	F	C	C	C	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	5	5	4	17	17	1	1	1	10	10	10

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[17.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		1	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	574		0			334	1767		0			0		0		0		9		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	574		0			334	1767		0			0		0		0		9		0		238	
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		0			334	1767		0			0		0		0		9		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	574		0			334	1767		0			0		0		0		9		0		238	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	574		0			334	1767		0			0		0		0		9		0		238	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx		xxxx		xxxxx		6.8	xxxx			6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx		xxxx		xxxxx		3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			574	xxxx		xxxxx			xxxx		xxxx		xxxxx		2126	xxxx			287	
Potent Cap.:	xxxx	xxxx		xxxxx			1009	xxxx		xxxxx			xxxx		xxxx		xxxxx		44	xxxx			716	
Move Cap.:	xxxx	xxxx		xxxxx			1009	xxxx		xxxxx			xxxx		xxxx		xxxxx		33	xxxx			716	
Volume/Cap:	xxxx	xxxx		xxxx			0.33	xxxx		xxxx			xxxx		xxxx		xxxx		0.28	xxxx			0.33	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			1.5	xxxx		xxxxx			xxxx		xxxx		xxxxx		0.9	xxxx			1.5	
Control Del:	xxxxx	xxxx		xxxxx			10.3	xxxx		xxxxx			xxxxx		xxxx		xxxxx		152.9	xxxx			12.5	
LOS by Move:	*	*		*			B	*		*			*		*		*		F	*			B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						17.6					
ApproachLOS:	*						*						*						C					

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

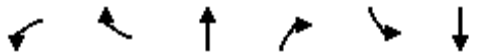
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	9	Average Delay (sec/veh):	37.1
Optimal Cycle:	59	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	258	472	133	92	578	228	219	111	247	262	161	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	472	133	92	578	228	219	111	247	262	161	165
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:	258	472	133	92	578	228	219	111	247	262	161	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	472	133	92	578	228	219	111	247	262	161	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	472	133	92	578	228	219	111	247	262	161	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	472	133	92	578	228	219	111	247	262	161	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	1.56	0.44	1.00	1.43	0.57	1.00	1.00	1.00	1.00	0.49	0.51
Final Sat.:	1805	2723	767	1805	2480	978	1805	1900	1615	1805	867	889
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.05	0.23	0.23	0.12	0.06	0.15	0.15	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.39	0.39	0.11	0.31	0.31	0.16	0.21	0.21	0.20	0.25	0.25
Volume/Cap:	0.75	0.45	0.45	0.45	0.75	0.75	0.75	0.28	0.73	0.73	0.75	0.75
Delay/Veh:	47.2	23.0	23.0	42.9	34.0	34.0	50.4	33.5	44.6	44.9	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	23.0	23.0	42.9	34.0	34.0	50.4	33.5	44.6	44.9	41.9	41.9
LOS by Move:	D	C	C	D	C	C	D	C	D	D	D	D
HCM2kAvgQ:	9	7	7	3	13	13	8	3	9	9	11	11

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	12	1230	3	0	2225
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	12	1230	3	0	2225
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			471			390
pX, platoon unblocked	0.65	0.99			0.99	
vC, conflicting volume	1973	309			1233	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	497	270			1200	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	324	723			573	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	12	351	351	351	179	742	742	742
Volume Left	0	0	0	0	0	0	0	0
Volume Right	12	0	0	0	3	0	0	0
cSH	723	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.21	0.21	0.21	0.11	0.44	0.44	0.44
Queue Length 95th (ft)	1	0	0	0	0	0	0	0
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	10.1	0.0				0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.210
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	58	517	784	193	710	46	55	279	59	704	261	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	517	784	193	710	46	55	279	59	704	261	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	517	784	193	710	46	55	279	59	704	261	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	517	784	193	710	46	55	279	59	704	261	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	517	784	193	710	46	55	279	59	704	261	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	58	517	784	193	710	46	55	279	59	774	261	206
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	1.65	0.35	1.50	0.50	1.00
Final Sat.:	1375	2750	1375	1375	2583	167	1375	2270	480	2057	693	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.57	0.14	0.27	0.27	0.04	0.12	0.12	0.38	0.38	0.15
Crit Volume:			784	193				169			518	
Crit Moves:			****	****				****			****	

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	8	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:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Ignore					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	1	0	0	1	0		1	1	0	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	37	14		10			546		10		220		305		1351		18		40		1024		542	
Growth Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	37	14		10			546		10		220		305		1351		18		40		1024		542	
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:	37	14		10			546		10		220		305		1351		18		40		1024		542	
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:	37	14		10			546		10		220		305		1351		18		40		1024		0	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
Reduced Vol:	37	14		10			546		10		220		305		1351		18		40		1024		0	
PCE Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00	1.00		1.00			1.10		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	37	14		10			601		10		220		305		1351		18		40		1024		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	0.58		0.42			1.97		0.03		1.00		1.00		1.97		0.03		1.00		2.00		1.00	
Final Sat.:	1375	802		573			2705		45		1375		1375		2714		36		1375		2750		1375	
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.02		0.02			0.22		0.22		0.16		0.22		0.50		0.50		0.03		0.37		0.00	
Crit Volume:	37						305						305								512			
Crit Moves:	****						****						****								****			

Rocklin Crossings
2030 + Project with 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):	0.954
Loss Time (sec):	6	Average Delay (sec/veh):	32.9
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	94	0	291	0	1277	645	573	1359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	94	0	291	0	1277	645	573	1359	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	94	0	291	0	1277	645	573	1359	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	94	0	291	0	1277	645	573	1359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	0	291	0	1277	645	573	1359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	94	0	291	0	1277	645	573	1359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.18	0.00	0.35	0.40	0.32	0.38	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.42	0.42	0.33	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.95	0.00	0.85	0.95	0.95	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	79.4	0.0	30.8	52.0	58.3	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	79.4	0.0	30.8	52.0	58.3	5.1	0.0
LOS by Move:	A	A	A	D	A	E	A	C	D	E	A	A
HCM2kAvgQ:	0	0	0	3	0	13	0	18	21	16	8	0

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

Rocklin Crossings
2030 + Project with 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):	1.056
Loss Time (sec):	6	Average Delay (sec/veh):	47.8
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	478	2	549	0	0	0	428	1020	0	0	1425	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	2	549	0	0	0	428	1020	0	0	1425	137
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:	478	2	549	0	0	0	428	1020	0	0	1425	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	478	2	549	0	0	0	428	1020	0	0	1425	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	2	549	0	0	0	428	1020	0	0	1425	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	478	2	549	0	0	0	428	1020	0	0	1425	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.46	0.01	1.53	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	2379	6	2491	0	0	0	1805	3610	0	0	3251	313
Capacity Analysis Module:												
Vol/Sat:	0.20	0.32	0.22	0.00	0.00	0.00	0.24	0.28	0.00	0.00	0.44	0.44
Crit Moves:		****					****				****	
Green/Cycle:	0.30	0.30	0.30	0.00	0.00	0.00	0.22	0.64	0.00	0.00	0.42	0.42
Volume/Cap:	0.67	1.06	0.73	0.00	0.00	0.00	1.06	0.44	0.00	0.00	1.06	1.06
Delay/Veh:	31.8	79.8	33.4	0.0	0.0	0.0	98.9	9.2	0.0	0.0	68.9	68.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	79.8	33.4	0.0	0.0	0.0	98.9	9.2	0.0	0.0	68.9	68.9
LOS by Move:	C	E	C	A	A	A	F	A	A	A	E	E
HCM2kAvgQ:	10	24	11	0	0	0	17	8	0	0	36	36

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	100	203	90	127	220	292	175	735	88	42	589	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:	100	203	90	127	220	292	175	735	88	42	589	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	203	90	127	220	292	175	735	88	42	589	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	203	90	127	220	292	175	735	88	42	589	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	203	90	127	220	292	175	735	88	42	589	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	203	90	127	220	292	175	735	88	42	589	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.00	1.00	1.00	0.89	0.11	1.00	0.90	0.10
Final Sat.:	1425	1975	875	1425	1425	1425	1425	1273	152	1425	1287	138
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.09	0.15	0.20	0.12	0.58	0.58	0.03	0.46	0.46
Crit Volume:	100					292			823	42		
Crit Moves:	****					****			****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	42	518	74	27	390	52	55	66	229	178	82	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:	42	518	74	27	390	52	55	66	229	178	82	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:	42	518	74	27	390	52	55	66	229	178	82	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:	42	518	74	27	390	52	55	66	229	178	82	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	518	74	27	390	52	55	66	229	178	82	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	518	74	27	390	52	55	66	229	178	82	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	1.76	0.24	1.00	0.22	0.78	1.00	0.64	0.36
Final Sat.:	1375	2750	1375	1375	2426	324	1375	308	1067	1375	874	501
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.05	0.02	0.16	0.16	0.04	0.21	0.21	0.13	0.09	0.09
Crit Volume:		259			27				295	178		
Crit Moves:		****			****				****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	8	Average Delay (sec/veh):	34.3
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	152	1298	336	46	945	188	300	371	240	295	288	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1298	336	46	945	188	300	371	240	295	288	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1298	336	46	945	188	300	371	240	295	288	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1298	336	46	945	188	300	371	240	295	288	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1298	336	46	945	188	300	371	240	295	288	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1298	336	46	945	188	300	371	240	295	288	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.21	0.03	0.26	0.12	0.17	0.20	0.15	0.16	0.15	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.44	0.44	0.03	0.36	0.36	0.23	0.24	0.24	0.20	0.21	0.21
Volume/Cap:	0.73	0.81	0.47	0.81	0.73	0.32	0.72	0.81	0.62	0.81	0.72	0.21
Delay/Veh:	54.7	27.2	19.9	104.2	29.8	23.5	41.2	46.0	36.7	50.6	42.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	27.2	19.9	104.2	29.8	23.5	41.2	46.0	36.7	50.6	42.7	32.8
LOS by Move:	D	C	B	F	C	C	D	D	D	D	D	C
HCM2kAvgQ:	4	18	7	3	14	4	10	13	7	11	10	2

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	8	Average Delay (sec/veh):	28.3
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	1479	324	398	1057	0	0	0	73	215	0	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1479	324	398	1057	0	0	0	73	215	0	343
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	1479	324	398	1057	0	0	0	73	215	0	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1479	324	398	1057	0	0	0	73	215	0	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1479	324	398	1057	0	0	0	73	215	0	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1479	324	398	1057	0	0	0	73	215	0	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.91	0.91	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	2.46	0.54	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4140	907	1805	5187	0	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.22	0.20	0.00	0.00	0.00	0.04	0.15	0.00	0.21
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.42	0.42	0.26	0.67	0.00	0.00	0.00	0.25	0.25	0.00	0.25
Volume/Cap:	0.00	0.86	0.86	0.86	0.30	0.00	0.00	0.00	0.18	0.60	0.00	0.86
Delay/Veh:	0.0	30.3	30.3	50.3	6.8	0.0	0.0	0.0	29.9	35.9	0.0	52.8
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:	0.0	30.3	30.3	50.3	6.8	0.0	0.0	0.0	29.9	35.9	0.0	52.8
LOS by Move:	A	C	C	D	A	A	A	A	C	D	A	D
HCM2kAvgQ:	0	19	19	12	5	0	0	0	2	7	0	13

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

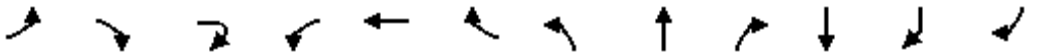
Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	141	1325	63	69	1166	134	261	26	335	124	15	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1325	63	69	1166	134	261	26	335	124	15	33
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:	141	1325	63	69	1166	134	261	26	335	124	15	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1325	63	69	1166	134	261	26	335	124	15	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1325	63	69	1166	134	261	26	335	124	15	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	141	1325	63	69	1166	134	261	26	369	124	15	33
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.69	0.31	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3938	187	1375	3700	425	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.05	0.32	0.32	0.19	0.02	0.13	0.09	0.01	0.02
Crit Volume:	141				433				184	124		
Crit Moves:	****				****				****	****		



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	86	252	84	677	13	184	212	1281	193	633	935	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1863	1583	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	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)	86	252	84	677	13	184	212	1281	193	633	935	66
RTOR Reduction (vph)	0	9	0	0	0	45	0	0	0	0	0	10
Lane Group Flow (vph)	86	327	0	677	13	139	212	1281	193	633	935	56
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	19.9	34.9		24.0	12.6	98.1	15.0	85.5	130.0	66.5	66.5	66.5
Effective Green, g (s)	19.9	34.9		24.0	12.6	98.1	15.0	85.5	130.0	66.5	66.5	66.5
Actuated g/C Ratio	0.15	0.27		0.18	0.10	0.75	0.12	0.66	1.00	0.51	0.51	0.51
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	271	425		634	181	1243	204	3344	1583	1810	953	810
v/s Ratio Prot	0.05	c0.05		c0.20	0.01	0.01	c0.12	0.25		0.18	c0.50	
v/s Ratio Perm		0.16				0.08			0.12			0.04
v/c Ratio	0.32	0.77		1.07	0.07	0.11	1.04	0.38	0.12	0.35	0.98	0.07
Uniform Delay, d1	49.0	43.8		53.0	53.4	4.3	57.5	10.2	0.0	18.9	31.1	16.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.60	0.30	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	8.2		55.2	0.2	0.0	66.8	0.3	0.1	0.5	24.9	0.2
Delay (s)	49.7	52.0		108.2	53.6	4.3	101.1	3.4	0.1	19.4	56.1	16.2
Level of Service	D	D		F	D	A	F	A	A	B	E	B
Approach Delay (s)					85.5			15.3		40.3		
Approach LOS					F			B		D		

Intersection Summary			
HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	558	166	43	154	506	111	622	1122	137	264	1100	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.63	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1181	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	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)	558	166	43	154	506	111	622	1122	137	264	1100	198
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	37	0	0	0
Lane Group Flow (vph)	558	166	12	154	506	111	622	1122	100	264	1100	198
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	37.0	37.0	37.0	37.0	37.0	130.0	72.0	72.0	72.0	9.0	85.0	130.0
Effective Green, g (s)	37.0	37.0	37.0	37.0	37.0	130.0	72.0	72.0	72.0	9.0	85.0	130.0
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	1.00	0.55	0.55	0.55	0.07	0.65	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	977	1007	451	336	451	1583	2816	1032	877	238	2314	1583
v/s Ratio Prot	0.16	0.05					0.12	c0.60		c0.08	0.31	
v/s Ratio Perm			0.01	0.13	c0.32	0.07			0.06			0.13
v/c Ratio	0.57	0.16	0.03	0.46	1.12	0.07	0.22	1.09	0.11	1.11	0.48	0.13
Uniform Delay, d1	39.7	34.9	33.5	38.3	46.5	0.0	14.7	29.0	13.8	60.5	11.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.83	1.00
Incremental Delay, d2	0.8	0.1	0.0	1.0	80.1	0.1	0.2	54.8	0.3	81.6	0.5	0.1
Delay (s)	40.5	35.0	33.5	39.2	126.6	0.1	14.9	83.8	14.1	127.3	9.9	0.1
Level of Service	D	C	C	D	F	A	B	F	B	F	A	A
Approach Delay (s)		38.9					56.0				28.5	
Approach LOS		D					E				C	

Intersection Summary			
HCM Average Control Delay	50.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	8	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	195	1529	54	93	1121	52	164	48	361	118	62	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1529	54	93	1121	52	164	48	361	118	62	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1529	54	93	1121	52	164	48	361	118	62	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1529	54	93	1121	52	164	48	361	118	62	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1529	54	93	1121	52	164	48	361	118	62	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	215	1529	54	93	1121	52	180	48	361	130	62	11
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.04	0.07	0.27	0.04	0.07	0.03	0.26	0.05	0.05	0.01
Crit Volume:		510		93					361	65		
Crit Moves:		****		****					****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 3	0	1	1	0 2	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	523	1247	273		175	1134	77		154	441	608		116	199	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	523	1247	273		175	1134	77		154	441	608		116	199	57	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	523	1247	273		175	1134	77		154	441	608		116	199	57	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	523	1247	273		175	1134	77		154	441	608		116	199	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	523	1247	273		175	1134	77		154	441	608		116	199	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	523	1247	273		175	1134	77		154	441	608		116	199	57	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	0.78	0.22	
Final Sat.:	1375	2750	1375		1375	4125	1375		1375	2750	1375		1375	1069	306	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.45	0.20		0.13	0.27	0.06		0.11	0.16	0.44		0.08	0.19	0.19	
Crit Volume:	523					378					608		116			
Crit Moves:	****					****					****		****			

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	8	Average Delay (sec/veh):	56.4
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	10	541	165	459	433	6	7	18	10	124	9	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	541	165	459	433	6	7	18	10	124	9	500
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:	10	541	165	459	433	6	7	18	10	124	9	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	541	165	459	433	6	7	18	10	124	9	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	541	165	459	433	6	7	18	10	124	9	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	541	165	459	433	6	7	18	10	124	9	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.85	0.85
Lanes:	1.00	0.77	0.23	1.00	0.99	0.01	0.20	0.51	0.29	1.00	0.02	0.98
Final Sat.:	1805	1405	429	1805	1870	26	362	930	516	1805	29	1592
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.25	0.23	0.23	0.02	0.02	0.02	0.07	0.31	0.31
Crit Moves:		****		****				****			****	
Green/Cycle:	0.01	0.36	0.36	0.24	0.59	0.59	0.02	0.02	0.02	0.30	0.30	0.54
Volume/Cap:	0.39	1.06	1.06	1.06	0.39	0.39	1.06	1.06	1.06	0.23	1.06	0.58
Delay/Veh:	58.5	82.8	82.8	97.1	11.1	11.1	223.4	223	223.4	26.8	92.2	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	82.8	82.8	97.1	11.1	11.1	223.4	223	223.4	26.8	92.2	16.6
LOS by Move:	E	F	F	F	B	B	F	F	F	C	F	B
HCM2kAvgQ:	1	32	32	22	7	7	3	3	3	3	24	11

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

Rocklin Crossings
2030 + Project with 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):	0.382
Loss Time (sec):	8	Average Delay (sec/veh):	20.2
Optimal Cycle:	27	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	184	610	164	29	276	468	59	49	138	126	61	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	610	164	29	276	468	59	49	138	126	61	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	610	164	29	276	468	59	49	138	126	61	38
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	610	164	29	276	0	59	49	138	126	61	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	610	164	29	276	0	59	49	138	126	61	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	610	164	29	276	0	59	49	138	126	61	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	1.00	0.81	0.81	0.85	0.64	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	0.55	0.45	1.00	1.00	0.62	0.38
Final Sat.:	1805	2754	740	1805	1900	1900	839	697	1615	1207	1103	687
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.02	0.15	0.00	0.07	0.07	0.09	0.10	0.06	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.27	0.60	0.60	0.04	0.38	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.38	0.37	0.37	0.37	0.38	0.00	0.26	0.26	0.31	0.38	0.20	0.20
Delay/Veh:	30.4	10.2	10.2	49.4	22.8	0.0	28.7	28.7	29.3	30.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	10.2	10.2	49.4	22.8	0.0	28.7	28.7	29.3	30.2	28.2	28.2
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	6	0	3	3	3	3	2	2

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

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

Average Delay (sec/veh): 45.9 Worst Case Level Of Service: F[135.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	1		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	561	186				160	379	0				0	0	0				242	0	400			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	561	186				160	379	0				0	0	0				242	0	400			
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	561	186				160	379	0				0	0	0				242	0	400			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	561	186				160	379	0				0	0	0				242	0	400			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	561	186				160	379	0				0	0	0				242	0	400			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	xxxx	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				747	xxxx	xxxxx				xxxx	xxxx	xxxxx				1260	xxxx	561			
Potent Cap.:	xxxx	xxxx	xxxxx				870	xxxx	xxxxx				xxxx	xxxx	xxxxx				190	xxxx	531			
Move Cap.:	xxxx	xxxx	xxxxx				870	xxxx	xxxxx				xxxx	xxxx	xxxxx				160	xxxx	531			
Volume/Cap:	xxxx	xxxx	xxxx				0.18	xxxx	xxxx				xxxx	xxxx	xxxx				1.51	xxxx	0.75			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.7	xxxx	xxxxx				xxxx	xxxx	xxxxx				15.9	xxxx	6.5			
Control Del:	xxxxx	xxxx	xxxxx				10.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				310.0	xxxx	29.6			
LOS by Move:	*	*	*				B	*	*				*	*	*				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				10.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				B	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						135.3					
ApproachLOS:	*						*						*						F					

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[18.4]

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	0 1	0 0	0
Volume Module:												
Base Vol:	58	135	0	0	0	0	1	449	70	82	219	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:	58	135	0	0	0	0	1	449	70	82	219	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:	58	135	0	0	0	0	1	449	70	82	219	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:	58	135	0	0	0	0	1	449	70	82	219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	135	0	0	0	0	1	449	70	82	219	0
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	869 869	484	xxxx	xxxx	xxxxx	219	xxxx	xxxxx	519	xxxx	xxxxx	
Potent Cap.:	325 292	587	xxxx	xxxx	xxxxx	1362	xxxx	xxxxx	1057	xxxx	xxxxx	
Move Cap.:	305 268	587	xxxx	xxxx	xxxxx	1362	xxxx	xxxxx	1057	xxxx	xxxxx	
Volume/Cap:	0.19 0.00	0.23	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.08	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.7	xxxx	xxxxx	
LOS by Move:	* *	*	*	*	*	A	*	*	A	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 459	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx 2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	
Shrd ConDel:	xxxxx 18.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	
Shared LOS:	* C	*	*	*	*	*	*	*	A	*	*	
ApproachDel:	18.4		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	C		*			*			*			

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	234	112	0	0	72	121	359	0	458	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:	234	112	0	0	72	121	359	0	458	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:	234	112	0	0	72	121	359	0	458	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:	234	112	0	0	72	121	359	0	458	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	112	0	0	72	121	359	0	458	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	112	0	0	72	121	359	0	458	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.37	0.63	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	484	516	0	0	211	355	545	0	664	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.48	0.22	xxxx	xxxx	0.34	0.34	0.66	xxxx	0.69	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	16.2	11.2	0.0	0.0	12.2	12.2	20.7	0.0	18.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	11.2	0.0	0.0	12.2	12.2	20.7	0.0	18.7	0.0	0.0	0.0
LOS by Move:	C	B	*	*	B	B	C	*	C	*	*	*
ApproachDel:	14.6			12.2			19.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.6			12.2			19.6			xxxxxx		
LOS by Appr:	B			B			C			*		
AllWayAvgQ:	0.8	0.3	0.0	0.5	0.5	0.5	1.7	0.0	2.0	0.0	0.0	0.0

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	9	Average Delay (sec/veh):	19.9
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	4	1280	25	273	783	22	54	65	46	21	9	117
Growth Adj:	1.00	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	1280	25	273	783	22	54	65	46	21	9	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1280	25	273	783	22	54	65	46	21	9	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1280	25	273	783	22	54	65	46	21	9	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1280	25	273	783	22	54	65	46	21	9	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1280	25	273	783	22	54	65	46	21	9	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.74	0.74	0.74	0.84	0.84	0.84
Lanes:	1.00	1.96	0.04	1.00	1.95	0.05	0.33	0.39	0.28	0.14	0.06	0.80
Final Sat.:	1805	3530	69	1805	3497	98	463	557	394	228	98	1268
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.22	0.22	0.12	0.12	0.12	0.09	0.09	0.09
Crit Moves:		****		****				****				
Green/Cycle:	0.01	0.52	0.52	0.22	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.30	0.69	0.69	0.69	0.30	0.30	0.69	0.69	0.69	0.55	0.55	0.55
Delay/Veh:	62.1	19.0	19.0	41.2	4.6	4.6	47.6	47.6	47.6	40.5	40.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	19.0	19.0	41.2	4.6	4.6	47.6	47.6	47.6	40.5	40.5	40.5
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	16	16	9	4	4	6	6	6	5	5	5

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: F[105.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		1	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	1573		35			161		919		0		0		0		0		29		0		275	
Growth Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	1573		35			161		919		0		0		0		0		29		0		275	
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	1573		35			161		919		0		0		0		0		29		0		275	
User Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	1573		35			161		919		0		0		0		0		29		0		275	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
FinalVolume:	0	1573		35			161		919		0		0		0		0		29		0		275	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx		6.8		xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx		3.5		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			1608		xxxx		xxxxx		xxxx		xxxx		xxxxx		2372		xxxx		804	
Potent Cap.:	xxxx	xxxx		xxxxx			412		xxxx		xxxxx		xxxx		xxxx		xxxxx		30		xxxx		330	
Move Cap.:	xxxx	xxxx		xxxxx			412		xxxx		xxxxx		xxxx		xxxx		xxxxx		21		xxxx		330	
Volume/Cap:	xxxx	xxxx		xxxx			0.39		xxxx		xxxx		xxxx		xxxx		xxxx		1.40		xxxx		0.83	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			1.8		xxxx		xxxxx		xxxx		xxxx		xxxxx		3.9		xxxx		7.3	
Control Del:	xxxxx	xxxx		xxxxx			19.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx		610.1		xxxx		52.4	
LOS by Move:	*	*		*			C		*		*		*		*		*		F		*		F	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*	*		*			*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						105.6					
ApproachLOS:	*						*						*						F					

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	9	Average Delay (sec/veh):	31.3
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	204	432	304	106	280	62	113	209	302	126	107	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	432	304	106	280	62	113	209	302	126	107	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	432	304	106	280	62	113	209	302	126	107	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	432	304	106	280	62	113	209	302	126	107	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	432	304	106	280	62	113	209	302	126	107	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	432	304	106	280	62	113	209	302	126	107	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	1.17	0.83	1.00	1.64	0.36	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1805	1988	1399	1805	2876	637	1805	1900	1615	1805	1094	695
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.06	0.10	0.10	0.06	0.11	0.19	0.07	0.10	0.10
Crit Moves:		****		****					****	****		
Green/Cycle:	0.25	0.37	0.37	0.10	0.22	0.22	0.17	0.32	0.32	0.12	0.27	0.27
Volume/Cap:	0.45	0.59	0.59	0.59	0.45	0.45	0.37	0.34	0.59	0.59	0.37	0.37
Delay/Veh:	32.1	26.0	26.0	47.9	34.3	34.3	37.4	26.4	30.2	45.8	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	26.0	26.0	47.9	34.3	34.3	37.4	26.4	30.2	45.8	30.2	30.2
LOS by Move:	C	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	10	10	4	5	5	3	5	8	5	5	5

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	40	1776	8	0	1381
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	40	1776	8	0	1381
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			471			390
pX, platoon unblocked	0.88	0.90			0.90	
vC, conflicting volume	2240	448			1784	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	996	0			1309	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	213	974			471	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	40	507	507	507	262	460	460	460
Volume Left	0	0	0	0	0	0	0	0
Volume Right	40	0	0	0	8	0	0	0
cSH	974	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.30	0.30	0.30	0.15	0.27	0.27	0.27
Queue Length 95th (ft)	3	0	0	0	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	8.9	0.0				0.0		
Approach LOS	A							

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	30	395	555	186	558	62	19	148	59	517	164	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	395	555	186	558	62	19	148	59	517	164	136
Added Vol:	0	0	31	0	0	0	0	10	0	30	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	395	586	186	558	62	19	158	59	547	174	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	395	586	186	558	62	19	158	59	547	174	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	395	586	186	558	62	19	158	59	547	174	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	30	395	586	186	558	62	19	158	59	602	174	136
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.46	0.54	1.55	0.45	1.00
Final Sat.:	1375	2750	1375	1375	2475	275	1375	2002	748	2133	617	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.43	0.14	0.23	0.23	0.01	0.08	0.08	0.28	0.28	0.10
Crit Volume:			586	186					109	388		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Ignore					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	1	0	0	1	0		1	1	0	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	38	15	27				477	31	229				282	850	19				25	526	459			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	38	15	27				477	31	229				282	850	19				25	526	459			
Added Vol:	0	0	0				0	0	0				0	63	0				0	61	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	38	15	27				477	31	229				282	913	19				25	587	459			
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:	38	15	27				477	31	229				282	913	19				25	587	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	38	15	27				477	31	229				282	913	19				25	587	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00				1.10	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00			
FinalVolume:	38	15	27				525	31	229				282	913	19				25	587	0			
Saturation Flow Module:																								
Sat/Lane:	1375	1375	1375				1375	1375	1375				1375	1375	1375				1375	1375	1375			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.36	0.64				1.89	0.11	1.00				1.00	1.96	0.04				1.00	2.00	1.00			
Final Sat.:	1375	491	884				2597	153	1375				1375	2694	56				1375	2750	1375			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.03	0.03				0.20	0.20	0.17				0.21	0.34	0.34				0.02	0.21	0.00			
Crit Volume:			42					278					282							294				
Crit Moves:			****					****					****							****				

Rocklin Crossings
2030 + Project with 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):	0.725		
Loss Time (sec):	6	Average Delay (sec/veh):	26.0		
Optimal Cycle:	45	Level Of Service:	C		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	33	8	139	0	953	392	491	416	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	33	8	139	0	953	392	491	416	0
Added Vol:	0	0	0	20	0	61	0	63	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	8	200	0	1016	392	491	416	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	53	8	200	0	1016	392	491	416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	8	200	0	1016	392	491	416	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	8	200	0	1016	392	491	416	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.86	0.86	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.04	0.96	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	63	1564	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.13	0.13	0.00	0.28	0.24	0.27	0.12	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.39	0.39	0.38	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.19	0.72	0.72	0.00	0.72	0.63	0.72	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	35.4	47.8	47.8	0.0	28.0	26.7	30.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.4	47.8	47.8	0.0	28.0	26.7	30.7	3.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	1	8	8	0	14	9	13	2	0

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

Rocklin Crossings
2030 + Project with 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):	0.729	
Loss Time (sec):	6	Average Delay (sec/veh):	22.0	
Optimal Cycle:	46	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	307	2	363	0	0	0	253	1252	0	0	997	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	2	363	0	0	0	253	1252	0	0	997	62
Added Vol:	0	0	0	0	0	0	63	20	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	2	363	0	0	0	316	1272	0	0	997	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	2	363	0	0	0	316	1272	0	0	997	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	2	363	0	0	0	316	1272	0	0	997	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	2	363	0	0	0	316	1272	0	0	997	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.45	0.01	1.54	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	2366	10	2501	0	0	0	1805	3610	0	0	3293	274
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.15	0.00	0.00	0.00	0.18	0.35	0.00	0.00	0.30	0.30
Crit Moves:		****					****				****	
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.24	0.66	0.00	0.00	0.42	0.42
Volume/Cap:	0.46	0.73	0.51	0.00	0.00	0.00	0.73	0.54	0.00	0.00	0.73	0.73
Delay/Veh:	29.6	35.3	30.3	0.0	0.0	0.0	41.2	9.4	0.0	0.0	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	35.3	30.3	0.0	0.0	0.0	41.2	9.4	0.0	0.0	26.4	26.4
LOS by Move:	C	D	C	A	A	A	D	A	A	A	C	C
HCM2kAvgQ:	6	11	6	0	0	0	9	10	0	0	16	16

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	56	133	107	19	20	76	107	555	84	98	513	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	133	107	19	20	76	107	555	84	98	513	58
Added Vol:	20	10	0	0	10	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	143	107	19	30	76	107	555	105	98	513	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	143	107	19	30	76	107	555	105	98	513	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	143	107	19	30	76	107	555	105	98	513	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	143	107	19	30	76	107	555	105	98	513	58
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.14	0.86	1.00	1.00	1.00	1.00	0.84	0.16	1.00	0.90	0.10
Final Sat.:	1425	1630	1220	1425	1425	1425	1425	1198	227	1425	1280	145
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.01	0.02	0.05	0.08	0.46	0.46	0.07	0.40	0.40
Crit Volume:	76					76		660		98		
Crit Moves:	****					****		****		****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	173	411	388	4	198	6	2	13	215	153	12	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	411	388	4	198	6	2	13	215	153	12	2
Added Vol:	0	0	10	0	0	0	0	32	0	10	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	411	398	4	198	6	2	45	215	163	43	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	411	398	4	198	6	2	45	215	163	43	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	411	398	4	198	6	2	45	215	163	43	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	411	398	4	198	6	2	45	215	163	43	2
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.17	0.83	1.00	0.96	0.04
Final Sat.:	1375	2750	1375	1375	2669	81	1375	238	1137	1375	1314	61
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.29	0.00	0.07	0.07	0.00	0.19	0.19	0.12	0.03	0.03
Crit Volume:			398	4					260	163		
Crit Moves:			****	****					****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	8	Average Delay (sec/veh):	34.1
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	132	705	297	113	861	178	148	370	128	265	305	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:	132	705	297	113	861	178	148	370	128	265	305	54
Added Vol:	0	132	37	0	136	0	0	0	0	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	837	334	113	997	178	148	370	128	304	305	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:	132	837	334	113	997	178	148	370	128	304	305	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	837	334	113	997	178	148	370	128	304	305	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	1.00	1.00	1.00	1.00
FinalVolume:	132	837	334	113	997	178	148	370	128	304	305	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.21	0.06	0.28	0.11	0.08	0.19	0.08	0.17	0.16	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.36	0.36	0.10	0.36	0.36	0.16	0.25	0.25	0.22	0.31	0.31
Volume/Cap:	0.77	0.65	0.58	0.65	0.77	0.31	0.52	0.77	0.32	0.77	0.52	0.11
Delay/Veh:	63.8	28.3	27.7	52.2	31.6	23.6	40.2	42.5	30.9	46.1	29.1	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	28.3	27.7	52.2	31.6	23.6	40.2	42.5	30.9	46.1	29.1	24.7
LOS by Move:	E	C	C	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	4	11	8	5	16	4	5	12	3	11	8	1

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	8	Average Delay (sec/veh):	22.0
Optimal Cycle:	44	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	1 0	0 0	0	1 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	981	228	283	868	1	0	1	36	236	0	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	981	228	283	868	1	0	1	36	236	0	257
Added Vol:	0	169	17	0	175	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1150	245	283	1043	1	0	1	36	253	0	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1150	245	283	1043	1	0	1	36	253	0	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1150	245	283	1043	1	0	1	36	253	0	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1150	245	283	1043	1	0	1	36	253	0	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.91	0.91	1.00	0.87	0.87	0.75	1.00	0.85
Lanes:	0.00	2.47	0.53	1.00	2.99	0.01	0.00	0.03	0.97	1.00	0.00	1.00
Final Sat.:	0	4165	887	1805	5182	5	0	45	1606	1419	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.16	0.20	0.20	0.00	0.02	0.02	0.18	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.42	0.42	0.24	0.66	0.66	0.00	0.26	0.26	0.26	0.00	0.26
Volume/Cap:	0.00	0.66	0.66	0.66	0.31	0.31	0.00	0.08	0.08	0.68	0.00	0.60
Delay/Veh:	0.0	24.1	24.1	38.2	7.5	7.5	0.0	27.8	27.8	37.8	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	24.1	38.2	7.5	7.5	0.0	27.8	27.8	37.8	0.0	34.7
LOS by Move:	A	C	C	D	A	A	A	C	C	D	A	C
HCM2kAvgQ:	0	12	12	8	5	5	0	1	1	8	0	8

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

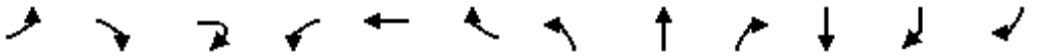
Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	152	877	103	82	741	99	161	37	166	137	26	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	877	103	82	741	99	161	37	166	137	26	45
Added Vol:	0	186	0	0	192	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1063	103	82	933	99	161	37	166	137	26	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1063	103	82	933	99	161	37	166	137	26	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1063	103	82	933	99	161	37	166	137	26	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	152	1063	103	82	933	99	161	37	183	137	26	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	2.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3761	364	1375	3729	396	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.06	0.25	0.25	0.12	0.03	0.07	0.10	0.02	0.03
Crit Volume:	152				344				91	137		
Crit Moves:	****				****				****	****		



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	76	186	65	571	20	161	153	1099	598	328	1086	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.88	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1562	1504	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1562	1504	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	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)	76	186	65	571	20	161	153	1099	598	328	1086	60
RTOR Reduction (vph)	0	15	0	0	62	17	0	0	0	0	0	10
Lane Group Flow (vph)	76	236	0	571	30	72	153	1099	598	328	1086	51
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	8.8	28.3		16.0	15.7	89.2	7.0	73.5	110.0	62.5	62.5	62.5
Effective Green, g (s)	8.8	28.3		16.0	15.7	89.2	7.0	73.5	110.0	62.5	62.5	62.5
Actuated g/C Ratio	0.08	0.26		0.15	0.14	0.81	0.06	0.67	1.00	0.57	0.57	0.57
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	142	407		499	223	1274	113	3398	1583	2011	1059	899
v/s Ratio Prot	0.04	c0.04		c0.17	0.02	0.01	c0.09	0.22		0.09	c0.58	
v/s Ratio Perm		0.10				0.04			0.38			0.03
v/c Ratio	0.54	0.58		1.14	0.14	0.06	1.35	0.32	0.38	0.16	1.03	0.06
Uniform Delay, d1	48.6	35.7		47.0	41.2	2.1	51.5	7.7	0.0	11.3	23.8	10.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.87	0.29	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	2.1		86.4	0.3	0.0	203.1	0.2	0.6	0.2	34.3	0.1
Delay (s)	52.5	37.8		133.4	41.5	2.1	248.1	2.4	0.6	11.5	58.1	10.7
Level of Service	D	D		F	D	A	F	A	A	B	E	B
Approach Delay (s)					106.6			22.2		45.8		
Approach LOS					F			C		D		

Intersection Summary			
HCM Average Control Delay	45.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	434	451	123	82	407	142	1009	227	126	252	793	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.39	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	719	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	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)	434	451	123	82	407	142	1009	227	126	252	793	40
RTOR Reduction (vph)	0	0	84	0	0	0	0	0	69	0	0	0
Lane Group Flow (vph)	434	451	39	82	407	142	1009	227	57	252	793	40
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	34.7	34.7	34.7	34.7	34.7	110.0	50.0	50.0	50.0	13.3	67.3	110.0
Effective Green, g (s)	34.7	34.7	34.7	34.7	34.7	110.0	50.0	50.0	50.0	13.3	67.3	110.0
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	1.00	0.45	0.45	0.45	0.12	0.61	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1083	1116	499	227	499	1583	2311	847	720	415	2165	1583
v/s Ratio Prot	0.13	0.13					c0.20	0.12		c0.07	0.22	
v/s Ratio Perm			0.02	0.11	c0.26	0.09			0.04			0.03
v/c Ratio	0.40	0.40	0.08	0.36	0.82	0.09	0.44	0.27	0.08	0.61	0.37	0.03
Uniform Delay, d1	29.5	29.5	26.4	29.1	34.7	0.0	20.4	18.6	17.0	45.9	10.7	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.06	1.16	0.61	1.00
Incremental Delay, d2	0.2	0.2	0.1	1.0	9.9	0.1	0.3	0.4	0.1	1.7	0.3	0.0
Delay (s)	29.7	29.8	26.5	30.1	44.6	0.1	2.3	2.4	1.2	55.0	6.8	0.0
Level of Service	C	C	C	C	D	A	A	A	A	E	A	A
Approach Delay (s)		29.4					2.2				17.8	
Approach LOS		C					A				B	

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	339	1305	322	338	772	89	288	361	517	153	195	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	1305	322	338	772	89	288	361	517	153	195	68
Added Vol:	0	136	31	84	82	0	0	42	0	81	41	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1441	353	422	854	89	288	403	517	234	236	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1441	353	422	854	89	288	403	517	234	236	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1441	353	422	854	89	288	403	517	234	236	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	373	1441	353	422	854	89	317	403	517	257	236	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.26	0.31	0.21	0.06	0.12	0.29	0.38	0.09	0.17	0.06
Crit Volume:		480		422					517	129		
Crit Moves:		****		****					****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	442	796	137	79	803	93	80	300	458	127	271	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	796	137	79	803	93	80	300	458	127	271	70
Added Vol:	0	126	0	41	122	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	922	137	120	925	93	80	300	458	127	271	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	922	137	120	925	93	80	300	458	127	271	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	922	137	120	925	93	80	300	458	127	271	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	922	137	120	925	93	80	300	458	127	271	112
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.71	0.29
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	973	402
Capacity Analysis Module:												
Vol/Sat:	0.32	0.34	0.10	0.09	0.22	0.07	0.06	0.11	0.33	0.09	0.28	0.28
Crit Volume:	442				308				458	127		
Crit Moves:	****				****				****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	8	Average Delay (sec/veh):	36.6
Optimal Cycle:	107	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	18	438	222	377	393	21	11	12	20	150	12	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	438	222	377	393	21	11	12	20	150	12	361
Added Vol:	0	20	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	458	222	377	414	21	11	12	20	150	12	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	458	222	377	414	21	11	12	20	150	12	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	458	222	377	414	21	11	12	20	150	12	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	458	222	377	414	21	11	12	20	150	12	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.99	0.99	0.92	0.92	0.92	0.95	0.86	0.86
Lanes:	1.00	0.67	0.33	1.00	0.95	0.05	0.26	0.28	0.46	1.00	0.03	0.97
Final Sat.:	1805	1217	590	1805	1796	91	450	490	817	1805	52	1572
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.21	0.23	0.23	0.02	0.02	0.02	0.08	0.23	0.23
Crit Moves:		****		****				****			****	
Green/Cycle:	0.03	0.41	0.41	0.23	0.61	0.61	0.03	0.03	0.03	0.25	0.25	0.48
Volume/Cap:	0.37	0.91	0.91	0.91	0.37	0.37	0.91	0.91	0.91	0.33	0.91	0.48
Delay/Veh:	52.7	43.2	43.2	61.7	9.8	9.8	146.6	147	146.6	31.0	60.7	18.0
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:	52.7	43.2	43.2	61.7	9.8	9.8	146.6	147	146.6	31.0	60.7	18.0
LOS by Move:	D	D	D	E	A	A	F	F	F	C	E	B
HCM2kAvgQ:	1	24	24	15	7	7	3	3	3	4	15	8

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

Rocklin Crossings
2030 + Project with 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):	0.404
Loss Time (sec):	8	Average Delay (sec/veh):	21.7
Optimal Cycle:	27	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	292	444	135	46	182	353	88	56	94	71	65	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	444	135	46	182	353	88	56	94	71	65	60
Added Vol:	18	10	0	0	0	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	454	135	46	182	363	88	56	94	71	65	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	454	135	46	182	0	88	56	94	71	65	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	454	135	46	182	0	88	56	94	71	65	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	454	135	46	182	0	88	56	94	71	65	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	1.00	0.73	0.73	0.85	0.56	0.93	0.93
Lanes:	1.00	1.54	0.46	1.00	1.00	1.00	0.61	0.39	1.00	1.00	0.52	0.48
Final Sat.:	1805	2688	799	1805	1900	1900	845	538	1615	1070	917	846
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.03	0.10	0.00	0.10	0.10	0.06	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.43	0.58	0.58	0.09	0.24	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.40	0.29	0.29	0.29	0.40	0.00	0.40	0.40	0.23	0.26	0.28	0.28
Delay/Veh:	20.3	10.9	10.9	43.8	32.8	0.0	31.5	31.5	29.5	30.0	30.0	30.0
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:	20.3	10.9	10.9	43.8	32.8	0.0	31.5	31.5	29.5	30.0	30.0	30.0
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	7	5	5	2	5	0	4	4	2	2	3	3

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

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

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: E[35.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	1		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	599	258				108	242	0				0	0	0				143	0	300			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	599	258				108	242	0				0	0	0				143	0	300			
Added Vol:	0	18	0				0	0	0				0	0	0				17	0	10			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	617	258				108	242	0				0	0	0				160	0	310			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	617	258				108	242	0				0	0	0				160	0	310			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	617	258				108	242	0				0	0	0				160	0	310			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	xxxx	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				875	xxxx	xxxxx				xxxx	xxxx	xxxxx				1075	xxxx	617			
Potent Cap.:	xxxx	xxxx	xxxxx				780	xxxx	xxxxx				xxxx	xxxx	xxxxx				245	xxxx	494			
Move Cap.:	xxxx	xxxx	xxxxx				780	xxxx	xxxxx				xxxx	xxxx	xxxxx				218	xxxx	494			
Volume/Cap:	xxxx	xxxx	xxxx				0.14	xxxx	xxxx				xxxx	xxxx	xxxx				0.74	xxxx	0.63			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.5	xxxx	xxxxx				xxxx	xxxx	xxxxx				4.9	xxxx	4.3			
Control Del:	xxxxx	xxxx	xxxxx				10.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				57.0	xxxx	23.8			
LOS by Move:	*	*	*				B	*	*				*	*	*				F	*	C			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				10.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				B	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						35.1					
ApproachLOS:	*						*						*						E					

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[15.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	34	0	147	0	0	0	0	402	54	89	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	147	0	0	0	0	402	54	89	171	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	147	0	0	0	0	410	54	89	180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	147	0	0	0	0	410	54	89	180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	147	0	0	0	0	410	54	89	180	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	795	795	437	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	464	xxxx	xxxxx
Potent Cap.:	359	323	624	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1108	xxxx	xxxxx
Move Cap.:	336	295	624	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1108	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	537	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 0	1 0	1 0	0 0	1	0	0 0	0 0 0
Volume Module:												
Base Vol:	188	50	0	0	46	188	203	0	342	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	50	0	0	46	188	203	0	342	0	0	0
Added Vol:	42	0	0	0	0	0	0	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	50	0	0	46	188	203	0	383	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:	230	50	0	0	46	188	203	0	383	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	50	0	0	46	188	203	0	383	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	50	0	0	46	188	203	0	383	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.20	0.80	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	514	550	0	0	121	495	549	0	674	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.09	xxxx	xxxx	0.38	0.38	0.37	xxxx	0.57	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	14.5	9.6	0.0	0.0	11.8	11.8	12.7	0.0	14.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	9.6	0.0	0.0	11.8	11.8	12.7	0.0	14.2	0.0	0.0	0.0
LOS by Move:	B	A	*	*	B	B	B	*	B	*	*	*
ApproachDel:		13.6			11.8			13.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		13.6			11.8			13.7			xxxxxx	
LOS by Appr:		B			B			B			*	
AllWayAvgQ:	0.7	0.1	0.0	0.5	0.5	0.5	0.5	0.0	1.2	0.0	0.0	0.0

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	9	Average Delay (sec/veh):	19.7
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	657	39	188	487	3	72	74	31	21	12	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	657	39	188	487	3	72	74	31	21	12	122
Added Vol:	0	102	0	0	105	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	759	39	188	592	3	72	74	31	21	12	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	759	39	188	592	3	72	74	31	21	12	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	759	39	188	592	3	72	74	31	21	12	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	759	39	188	592	3	72	74	31	21	12	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.78	0.78	0.78	0.85	0.85	0.85
Lanes:	1.00	1.90	0.10	1.00	1.99	0.01	0.41	0.42	0.17	0.13	0.08	0.79
Final Sat.:	1805	3410	175	1805	3588	18	600	616	258	219	125	1270
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.10	0.16	0.16	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green/Cycle:	0.02	0.45	0.45	0.21	0.65	0.65	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.25	0.49	0.49	0.49	0.25	0.25	0.49	0.49	0.49	0.39	0.39	0.39
Delay/Veh:	53.5	19.5	19.5	35.6	7.4	7.4	33.5	33.5	33.5	32.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	19.5	19.5	35.6	7.4	7.4	33.5	33.5	33.5	32.2	32.2	32.2
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	6	4	4	5	5	5	4	4	4

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: E[35.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		1	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	851		35			215	876		0			0	0		0			29		0		150	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	0	851		35			215	876		0			0	0		0			29		0		150	
Added Vol:	0	81		0			0	84		0			0	0		0			0		0		0	
PasserByVol:	0	0		0			0	0		0			0	0		0			0		0		0	
Initial Fut:	0	932		35			215	960		0			0	0		0			29		0		150	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Volume:	0	932		35			215	960		0			0	0		0			29		0		150	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	932		35			215	960		0			0	0		0			29		0		150	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.8	xxxx			6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			967	xxxx		xxxxx			xxxx	xxxx		xxxxx			1860	xxxx			484	
Potent Cap.:	xxxx	xxxx		xxxxx			720	xxxx		xxxxx			xxxx	xxxx		xxxxx			66	xxxx			535	
Move Cap.:	xxxx	xxxx		xxxxx			720	xxxx		xxxxx			xxxx	xxxx		xxxxx			51	xxxx			535	
Volume/Cap:	xxxx	xxxx		xxxx			0.30	xxxx		xxxx			xxxx	xxxx		xxxx			0.57	xxxx			0.28	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			1.3	xxxx		xxxxx			xxxx	xxxx		xxxxx			2.2	xxxx			1.1	
Control Del:	xxxxx	xxxx		xxxxx			12.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			144.2	xxxx			14.3	
LOS by Move:	*	*		*			B	*		*			*	*		*			F	*			B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx			xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*			*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						35.4					
ApproachLOS:	*						*						*						E					

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

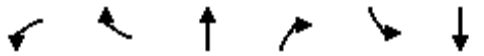
Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100			Critical Vol./Cap.(X):			0.417					
Loss Time (sec):	9			Average Delay (sec/veh):			28.5					
Optimal Cycle:	30			Level Of Service:			C					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	183	384	217	62	300	73	60	102	171	88	66	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	384	217	62	300	73	60	102	171	88	66	53
Added Vol:	10	0	10	0	0	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	384	227	62	300	73	60	102	181	98	66	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	384	227	62	300	73	60	102	181	98	66	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	384	227	62	300	73	60	102	181	98	66	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	384	227	62	300	73	60	102	181	98	66	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.26	0.74	1.00	1.61	0.39	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1805	2142	1266	1805	2819	686	1805	1900	1615	1805	983	790
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.03	0.11	0.11	0.03	0.05	0.11	0.05	0.07	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.43	0.43	0.08	0.26	0.26	0.13	0.27	0.27	0.13	0.27	0.27
Volume/Cap:	0.42	0.42	0.42	0.42	0.42	0.42	0.25	0.20	0.42	0.42	0.25	0.25
Delay/Veh:	31.6	20.1	20.1	45.5	31.4	31.4	39.5	28.5	30.8	41.2	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	20.1	20.1	45.5	31.4	31.4	39.5	28.5	30.8	41.2	29.1	29.1
LOS by Move:	C	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	7	7	2	5	5	2	2	5	3	3	3

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	51	1309	10	0	1075
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	51	1309	10	0	1075
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			471			390
pX, platoon unblocked	0.94	0.93			0.93	
vC, conflicting volume	1672	332			1319	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	882	0			959	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			100	
cM capacity (veh/h)	270	1007			662	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	51	374	374	374	197	358	358	358
Volume Left	0	0	0	0	0	0	0	0
Volume Right	51	0	0	0	10	0	0	0
cSH	1007	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.05	0.22	0.22	0.22	0.12	0.21	0.21	0.21
Queue Length 95th (ft)	4	0	0	0	0	0	0	0
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	8.8	0.0				0.0		
Approach LOS	A							

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	1	2 0	1 0	1
Volume Module:												
Base Vol:	401	892	4	37	2192	169	116	9	72	29	100	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	892	4	37	2192	169	116	9	72	29	100	14
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:	401	892	4	37	2192	169	116	9	72	29	100	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	892	4	37	2192	169	116	9	72	29	100	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	892	4	37	2192	169	116	9	72	29	100	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	441	892	4	41	2192	169	116	9	79	32	100	14
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.79	0.21	1.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	3830	295	1375	1375	2750	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.00	0.01	0.57	0.57	0.08	0.01	0.03	0.01	0.07	0.01
Crit Volume:	221				787		116				100	
Crit Moves:	****				****		****				****	

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	1	2 0	1 0	1
Volume Module:												
Base Vol:	195	1529	54	93	1121	52	164	48	361	118	62	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1529	54	93	1121	52	164	48	361	118	62	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1529	54	93	1121	52	164	48	361	118	62	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1529	54	93	1121	52	164	48	361	118	62	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1529	54	93	1121	52	164	48	361	118	62	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	215	1529	54	102	1121	52	164	48	397	130	62	11
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	3942	183	1375	1375	2750	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.04	0.04	0.28	0.28	0.12	0.03	0.14	0.05	0.05	0.01
Crit Volume:		510			51				199	65		
Crit Moves:		****			****				****	****		

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	1	2 0	1 0	1
Volume Module:												
Base Vol:	339	1305	322	338	772	89	288	361	517	153	195	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	1305	322	338	772	89	288	361	517	153	195	68
Added Vol:	0	136	31	84	82	0	0	42	0	81	41	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1441	353	422	854	89	288	403	517	234	236	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1441	353	422	854	89	288	403	517	234	236	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1441	353	422	854	89	288	403	517	234	236	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	373	1441	353	464	854	89	288	403	569	257	236	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	1.00	1.24	1.76	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	3736	389	1375	1711	2414	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.26	0.17	0.23	0.23	0.21	0.24	0.24	0.09	0.17	0.06
Crit Volume:		480			232			288			236	
Crit Moves:		****			****			****			****	

Rocklin Crossings
2030 + Project with Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	6	Average Delay (sec/veh):	16.4
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	574	0	334	1767	0	0	0	0	9	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	574	0	334	1767	0	0	0	0	9	0	238
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	0	334	1767	0	0	0	0	9	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	574	0	334	1767	0	0	0	0	9	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	0	334	1767	0	0	0	0	9	0	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	0	334	1767	0	0	0	0	9	0	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.19	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.15
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.39	0.72	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.48	0.00	0.48	0.68	0.00	0.00	0.00	0.00	0.02	0.00	0.68
Delay/Veh:	0.0	26.7	0.0	23.4	8.3	0.0	0.0	0.0	0.0	30.8	0.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.7	0.0	23.4	8.3	0.0	0.0	0.0	0.0	30.8	0.0	41.1
LOS by Move:	A	C	A	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	8	0	8	16	0	0	0	0	0	0	8

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	6	Average Delay (sec/veh):	17.9
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	1573	35	161	919	0	0	0	0	29	0	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1573	35	161	919	0	0	0	0	29	0	275
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	1573	35	161	919	0	0	0	0	29	0	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1573	35	161	919	0	0	0	0	29	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1573	35	161	919	0	0	0	0	29	0	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1573	35	161	919	0	0	0	0	29	0	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3521	78	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.09	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.59	0.12	0.71	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.75	0.75	0.75	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.75
Delay/Veh:	0.0	16.4	16.4	56.5	5.6	0.0	0.0	0.0	0.0	30.5	0.0	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	16.4	56.5	5.6	0.0	0.0	0.0	0.0	30.5	0.0	44.5
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	20	20	7	6	0	0	0	0	1	0	10

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

Rocklin Crossings
2030 + Project with Dominguez Road Condition - Saturday

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

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Intersection #20 Sierra College Boulevard/English Colony Way

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	6	Average Delay (sec/veh):	14.3
Optimal Cycle:	28	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	851	35	215	876	0	0	0	0	29	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	851	35	215	876	0	0	0	0	29	0	150
Added Vol:	0	81	0	0	84	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	932	35	215	960	0	0	0	0	29	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	35	215	960	0	0	0	0	29	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	932	35	215	960	0	0	0	0	29	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	932	35	215	960	0	0	0	0	29	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3462	130	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.12	0.27	0.00	0.00	0.00	0.00	0.02	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.53	0.53	0.23	0.76	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.51	0.51	0.51	0.35	0.00	0.00	0.00	0.00	0.09	0.00	0.51
Delay/Veh:	0.0	15.6	15.6	34.5	4.0	0.0	0.0	0.0	0.0	34.2	0.0	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.6	34.5	4.0	0.0	0.0	0.0	0.0	34.2	0.0	38.5
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	10	10	6	5	0	0	0	0	1	0	5

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

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