

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	25	289	496	183	404	19	22	153	43	370	71	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	289	496	183	404	19	22	153	43	370	71	99
Added Vol:	0	6	62	8	14	0	0	0	0	59	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	295	558	191	418	19	22	153	43	429	71	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	30	352	665	228	498	23	26	182	51	511	85	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	352	665	228	498	23	26	182	51	511	85	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	30	352	665	228	498	23	26	182	51	562	85	123

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.56	0.44	1.74	0.26	1.00
Final Sat.:	1375	2750	1375	1375	2630	120	1375	2147	603	2390	360	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.48	0.17	0.19	0.19	0.02	0.08	0.08	0.24	0.24	0.09
Crit Vol:	665	228					117		324			
Crit Moves:	****	****					****		****			

Rocklin Commons
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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): 0.532
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

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

Volume Module:

Base Vol:	17	12	11	304	7	104	128	713	12	6	528	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	12	11	304	7	104	128	713	12	6	528	567
Added Vol:	0	0	0	32	0	12	21	110	0	0	86	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	12	11	336	7	116	149	823	12	6	614	602
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	19	13	12	368	8	127	163	901	13	7	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	12	368	8	127	163	901	13	7	673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	19	13	12	405	8	127	163	901	13	7	673	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.52	0.48	1.96	0.04	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	717	658	2699	51	1375	1375	2710	40	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.15	0.15	0.09	0.12	0.33	0.33	0.00	0.24	0.00
Crit Vol:	25			206		163			336			
Crit Moves:	****			****		****	****		****			

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
 Optimal Cycle: 52 Level Of Service: C

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

Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	1	0	0	2	1	1	0

Volume Module:

Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
Added Vol:	0	0	0	1	0	15	0	93	49	44	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	158	2	259	0	713	461	383	968	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	173	2	284	0	782	505	420	1061	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	2	284	0	782	505	420	1061	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	173	2	284	0	782	505	420	1061	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.18	0.18	0.00	0.22	0.31	0.23	0.29	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.41	0.41	0.30	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.77	0.77	0.00	0.53	0.77	0.77	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	34.1	45.4	45.4	0.0	22.8	31.1	38.3	6.1	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	34.1	45.4	45.4	0.0	22.8	31.1	38.3	6.1	0.0
LOS by Move:	A	A	A	C	D	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	5	10	10	0	10	15	13	7	0

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

Rocklin Commons
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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): 0.947
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
 Optimal Cycle: 131 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
Lanes:	1	0	1	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	570	2	735	0	0	0	208	569	0	0	631	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2	735	0	0	0	208	569	0	0	631	47
Added Vol:	36	0	52	0	0	0	12	81	0	0	114	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	606	2	787	0	0	0	220	650	0	0	745	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	697	2	906	0	0	0	253	748	0	0	857	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	2	906	0	0	0	253	748	0	0	857	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	697	2	906	0	0	0	253	748	0	0	857	56

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:	1.43	0.01	1.56	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	2331	5	2541	0	0	0	1805	3610	0	0	3357	221

Capacity Analysis Module:

Vol/Sat:	0.30	0.49	0.36	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.52	0.52	0.52	0.00	0.00	0.00	0.15	0.42	0.00	0.00	0.27	0.27
Volume/Cap:	0.57	0.95	0.68	0.00	0.00	0.00	0.95	0.50	0.00	0.00	0.95	0.95
Delay/Veh:	16.6	34.2	18.6	0.0	0.0	0.0	82.9	21.6	0.0	0.0	53.4	53.4
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:	16.6	34.2	18.6	0.0	0.0	0.0	82.9	21.6	0.0	0.0	53.4	53.4
LOS by Move:	B	C	B	A	A	A	F	C	A	A	D	D
HCM2kAvgQ:	11	29	14	0	0	0	12	9	0	0	19	19

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

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 0 1 0	1 0 1 0 1
Volume Module:				
Base Vol:	23 68 59	23 16 50	71 318 36	66 292 61
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	23 68 59	23 16 50	71 318 36	66 292 61
Added Vol:	3 2 0	4 2 2	2 18 5	0 10 4
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	26 70 59	27 18 52	73 336 41	66 302 65
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92
PHF Volume:	28 76 64	29 20 57	80 366 45	72 329 71
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	28 76 64	29 20 57	80 366 45	72 329 71
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	28 76 64	29 20 57	80 366 45	72 329 71
Saturation Flow Module:				
Sat/Lane:	1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.27 0.73 1.00	0.60 0.40 1.00	1.00 0.89 0.11	1.00 1.00 1.00
Final Sat.:	386 1039 1425	855 570 1425	1425 1270 155	1425 1425 1425
Capacity Analysis Module:				
Vol/Sat:	0.07 0.07 0.05	0.03 0.03 0.04	0.06 0.29 0.29	0.05 0.23 0.05
Crit Vol:	105	29	411	72
Crit Moves:	****	****	****	****

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Volume Module:				
Base Vol:	86 90 0	0 255 47	36 0 70	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	86 90 0	0 255 47	36 0 70	0 0 0
Added Vol:	0 37 0	0 34 5	7 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	86 127 0	0 289 52	43 0 70	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	94 139 0	0 317 57	47 0 77	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	94 139 0	0 317 57	47 0 77	0 0 0
Critical Gap Module:				
Critical Gp:	4.1 xxxxx	xxxxx xxxxx xxxxx xxxxx	6.8 xxxxx	6.9 xxxxx xxxxx xxxxx
FollowUpTim:	2.2 xxxxx	xxxxx xxxxx xxxxx xxxxx	3.5 xxxxx	3.3 xxxxx xxxxx xxxxx
Capacity Module:				
Cnflct Vol:	373 xxxxx xxxxx xxxxx xxxxx xxxxx	603 xxxxx	187 xxxxx xxxxx xxxxx	
Potent Cap.:	1196 xxxxx xxxxx xxxxx xxxxx xxxxx	435 xxxxx	830 xxxxx xxxxx xxxxx	
Move Cap.:	1196 xxxxx xxxxx xxxxx xxxxx xxxxx	409 xxxxx	830 xxxxx xxxxx xxxxx	
Volume/Cap:	0.08 xxxxx xxxxx xxxxx xxxxx xxxxx	0.12 xxxxx	0.09 xxxxx xxxxx xxxxx	
Level Of Service Module:				
2Way95thQ:	0.3 xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxx xxxxx xxxxx	xxxxx xxxxx xxxxx	
Control Del:	8.3 xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	
LOS by Move:	A * * * * *	* * * * *	* * * * *	
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxx 596 xxxxx	xxxxx xxxxx xxxxx	
SharedQueue:	xxxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	0.8 xxxxx xxxxx xxxxx	
Shrd ConDel:	xxxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	12.6 xxxxx xxxxx xxxxx	
Shared LOS:	* * * * *	* * * * *	B * * * * *	
ApproachDel:	xxxxxxx	xxxxxxx	12.6	xxxxxxx
ApproachLOS:	*	*	B	*

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

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

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

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

Volume Module:
Base Vol: 153 243 142 23 426 167 65 171 67 172 232 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 153 243 142 23 426 167 65 171 67 172 232 31
Added Vol: 5 63 19 1 113 9 11 5 8 23 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 158 306 161 24 539 176 76 176 75 195 234 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 174 336 177 26 592 193 84 193 82 214 257 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 336 177 26 592 193 84 193 82 214 257 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 174 336 177 26 592 193 84 193 82 214 257 34

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

Capacity Analysis Module:
Vol/Sat: 0.13 0.24 0.13 0.02 0.43 0.14 0.06 0.14 0.06 0.16 0.19 0.02
Crit Vol: 174 592 193 214
Crit Moves: ****

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

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

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

Volume Module:
Base Vol: 0 380 36 68 554 0 0 0 58 67 0 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 380 36 68 554 0 0 0 58 67 0 76
Added Vol: 0 85 9 5 139 0 0 0 0 17 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 465 45 73 693 0 0 0 58 84 0 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 497 48 78 740 0 0 0 62 90 0 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 497 48 78 740 0 0 0 62 90 0 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
Final Vol.: 0 497 48 78 740 0 0 0 62 90 0 83

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.35 0.03 0.05 0.52 0.00 0.00 0.00 0.04 0.06 0.00 0.06
Crit Vol: 497 740 62 90
Crit Moves: ****

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 152 368 74 103 476 63 61 25 34 126 30 41
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 152 368 74 103 476 63 61 25 34 126 30 41
Added Vol: 23 82 50 13 137 6 4 25 16 31 16 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 175 450 124 116 613 69 65 50 50 157 46 49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 193 496 137 128 676 76 72 55 55 173 51 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 193 496 137 128 676 76 72 55 55 173 51 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 1.10 1.00 1.00 1.00
Final Vol.: 193 496 137 128 676 76 72 55 61 173 51 54

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

Capacity Analysis Module:
Vol/Sat: 0.14 0.36 0.10 0.09 0.49 0.06 0.05 0.04 0.02 0.13 0.04 0.04
Crit Vol: 193 676 55 173
Crit Moves: **** **** **** ****

Existing plus Approved
10: I-80 WB & Sierra College Blvd

Existing Plus Approved AM
1/8/2009

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations	↔↔	↔	↔	↔	↕↕↕	↔	↔	↕↕	↔		
Volume (vph)	406	0	218	0	617	183	0	584	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	175	0		300	0		0	0	0	0
Storage Lanes	2	1	0		1	0		1	0	0	0
Taper Length (ft)	25	25	25		25	25		25	25	25	25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850			0.850			0.850		
Fit Protected	0.950										
Satd. Flow (prot)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Fit Permitted	0.950										
Satd. Flow (perm)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			218			183			255		
Link Speed (mph)		45			50			50		30	
Link Distance (ft)		325			1678			521		221	
Travel Time (s)		4.9			22.9			7.1		5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	406	0	218	0	617	183	0	584	255	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	406	0	218	0	617	183	0	584	255	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		24			24			24		0	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1		1		1	1		1	1		
Detector Template											
Leading Detector (ft)	50		50		50	50		50	50		
Trailing Detector (ft)	0		0		0	0		0	0		
Detector 1 Position(ft)	0		0		0	0		0	0		
Detector 1 Size(ft)	50		50		50	50		50	50		
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Turn Type	Prot		custom		Free	Free		Perm	Perm		
Protected Phases	3				2			6			
Permitted Phases			8			Free			6		
Detector Phase	3		8		2			6	6		
Switch Phase											
Minimum Initial (s)	4.0		4.0		4.0			4.0	4.0		
Minimum Split (s)	8.0		20.0		20.0			20.0	20.0		
Total Split (s)	41.0	0.0	41.0	0.0	49.0	0.0	0.0	49.0	49.0	0.0	0.0
Total Split (%)	45.6%	0.0%	45.6%	0.0%	54.4%	0.0%	0.0%	54.4%	54.4%	0.0%	0.0%

Existing plus Approved
10: I-80 WB & Sierra College Blvd

Existing Plus Approved AM
1/8/2009

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Maximum Green (s)	37.0		37.0		45.0			45.0	45.0		
Yellow Time (s)	3.5		3.5		3.5			3.5	3.5		
All-Red Time (s)	0.5		0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0		3.0			3.0	3.0		
Recall Mode	None		None		C-Max			C-Max	C-Max		
Walk Time (s)			5.0		5.0			5.0	5.0		
Flash Dont Walk (s)			11.0		11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0		0			0	0		
Act Effct Green (s)	16.1		16.1		65.9	90.0		65.9	65.9		
Actuated g/C Ratio	0.18		0.18		0.73	1.00		0.73	0.73		
v/c Ratio	0.66		0.47		0.17	0.12		0.23	0.21		
Control Delay	39.5		8.0		1.5	0.1		2.7	0.8		
Queue Delay	0.0		0.0		0.0	0.0		0.0	0.0		
Total Delay	39.5		8.0		1.5	0.1		2.7	0.8		
LOS	D		A		A	A		A	A		
Approach Delay					1.2			2.1			
Approach LOS					A			A			
Intersection Summary											
Area Type:	Other										
Cycle Length:	90										
Actuated Cycle Length:	90										
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green										
Natural Cycle:	40										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.66										
Intersection Signal Delay:	9.0					Intersection LOS: A					
Intersection Capacity Utilization:	34.4%					ICU Level of Service A					
Analysis Period (min):	15										
Splits and Phases: 10: I-80 WB & Sierra College Blvd											

Existing plus Approved
11: I-80 EB & Rocklin Crossings

Existing Plus Approved AM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔	↔	↔	↔↔↔	↔	↔	↔↔	↔↔	↔↔
Volume (vph)	239	121	141	52	92	36	465	230	75	102	770	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Fit			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950					0.950			
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950					0.950			
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)			141			36		75			136	
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	239	121	141	52	92	36	465	230	75	102	770	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	121	141	52	92	36	465	230	75	102	770	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!		6
Permitted Phases						Free		Free!				Free
Detector Phase	7	4	4	3	8		2		2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0		20.0	8.0		20.0
Total Split (s)	20.0	30.0	30.0	14.0	24.0	0.0	33.0	0.0	33.0	13.0	46.0	0.0
Total Split (%)	22.2%	33.3%	33.3%	15.6%	26.7%	0.0%	36.7%	0.0%	36.7%	14.4%	51.1%	0.0%

Existing plus Approved
11: I-80 EB & Rocklin Crossings

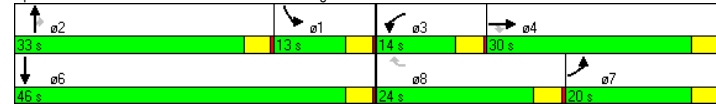
Existing Plus Approved AM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	16.0	26.0	26.0	10.0	20.0		29.0		29.0	9.0	42.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0		3.0
Recall Mode	None	None	None	None	None		C-Max		C-Max	None		C-Max
Walk Time (s)		5.0	5.0		5.0		5.0		5.0			5.0
Flash Dont Walk (s)		11.0	11.0		11.0		11.0		11.0			11.0
Pedestrian Calls (#/hr)		0	0		0		0		0			0
Act Effct Green (s)	11.5	16.2	16.2	7.9	10.5	90.0	47.6	90.0	47.6	8.4	58.0	90.0
Actuated g/C Ratio	0.13	0.18	0.18	0.09	0.12	1.00	0.53	1.00	0.53	0.09	0.64	1.00
v/c Ratio	0.54	0.19	0.35	0.34	0.50	0.02	0.17	0.15	0.09	0.32	0.34	0.09
Control Delay	41.2	31.3	8.2	43.8	45.6	0.0	10.0	0.2	1.7	32.4	3.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	31.3	8.2	43.8	45.6	0.0	10.0	0.2	1.7	32.4	3.2	0.1
LOS	D	C	A	D	D	A	A	A	A	C	A	A
Approach Delay		29.5					6.3					5.7
Approach LOS		C					A					A

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	80 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	13.0
Intersection LOS:	B
Intersection Capacity Utilization:	43.3%
ICU Level of Service:	A
Analysis Period (min):	15
! Phase conflict between lane groups.	

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



Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.256
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 598 0 0 831 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 598 0 0 831 0 0 0 0 0 0 0 0
Added Vol: 0 121 28 42 95 0 0 0 0 68 0 43
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 719 28 42 926 0 0 0 0 68 0 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 757 29 44 975 0 0 0 0 72 0 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 757 29 44 975 0 0 0 0 72 0 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.: 0 757 29 44 975 0 0 0 0 79 0 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.89 0.11 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 4115 160 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.18 0.18 0.03 0.23 0.00 0.00 0.00 0.00 0.03 0.00 0.02
Crit Vol: 0 325 0 39
Crit Moves: **** **** ****

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 0 1 0

Volume Module:
Base Vol: 390 463 58 50 432 47 69 114 242 67 173 66
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 390 463 58 50 432 47 69 114 242 67 173 66
Added Vol: 31 60 1 24 73 65 63 4 72 3 3 26
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 421 523 59 74 505 112 132 118 314 70 176 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 438 544 61 77 525 116 137 123 326 73 183 96
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 438 544 61 77 525 116 137 123 326 73 183 96
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 438 544 61 77 525 116 137 123 326 73 183 96

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.80 0.20 1.00 1.64 0.36 1.00 2.00 1.00 1.00 0.66 0.34
Final Sat.: 1375 2471 279 1375 2251 499 1375 2750 1375 1375 903 472

Capacity Analysis Module:
Vol/Sat: 0.32 0.22 0.22 0.06 0.23 0.23 0.10 0.04 0.24 0.05 0.20 0.20
Crit Vol: 438 321 137 279
Crit Moves: **** **** ****

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 92 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
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	269	66	457	359	6	14	67	22	45	14	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	269	66	457	359	6	14	67	22	45	14	406
Added Vol:	0	19	2	6	23	0	0	0	0	1	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	288	68	463	382	6	14	67	22	46	14	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	7	328	77	527	435	7	16	76	25	52	16	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	328	77	527	435	7	16	76	25	52	16	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	328	77	527	435	7	16	76	25	52	16	465

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.98	0.02	0.14	0.65	0.21	0.77	0.23	1.00
Final Sat.:	1375	1112	263	1375	1354	21	187	894	294	1054	321	1375

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.29	0.29	0.38	0.32	0.32	0.09	0.09	0.09	0.05	0.05	0.34
Crit Vol:	405	527	117	68								
Crit Moves:	****	****	****	****			****			****		

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
 Optimal Cycle: 26 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
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	162	433	68	17	233	419	74	33	76	39	80	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	433	68	17	233	419	74	33	76	39	80	30
Added Vol:	0	0	0	0	7	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	433	68	17	240	419	77	33	76	39	80	30
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	181	484	76	19	268	0	86	37	85	44	89	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	484	76	19	268	0	86	37	85	44	89	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	484	76	19	268	0	86	37	85	44	89	34

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	1.00	1.00	0.71	0.71	0.85	0.60	0.96	0.96
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.70	0.30	1.00	1.00	0.73	0.27
Final Sat.:	1805	3058	480	1805	1900	1900	942	404	1615	1138	1325	497

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.16	0.16	0.01	0.14	0.00	0.09	0.09	0.05	0.04	0.07	0.07
Crit Moves:	****	****	****	****			****			****		
Green/Cycle:	0.28	0.63	0.63	0.04	0.39	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.36	0.25	0.25	0.25	0.36	0.00	0.36	0.36	0.21	0.15	0.27	0.27
Delay/Veh:	29.5	8.4	8.4	48.2	22.0	0.0	31.4	31.4	29.7	29.3	30.3	30.3
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:	29.5	8.4	8.4	48.2	22.0	0.0	31.4	31.4	29.7	29.3	30.3	30.3
LOS by Move:	C	A	A	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	5	4	4	1	6	0	3	3	2	1	3	3

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

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

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

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[16.5]

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

Volume Module:

Base Vol:	0	353	50	98	245	0	0	0	55	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	50	98	245	0	0	0	55	0	312
Added Vol:	0	0	0	7	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	50	105	245	0	0	0	58	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	383	54	114	266	0	0	0	63	0	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	383	54	114	266	0	0	0	63	0	339

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	438	xxxx	xxxxx	xxxx	xxxx	xxxxx	877	xxxx	383
Potent Cap.:	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	321	xxxx	669
Move Cap.:	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	295	xxxx	669
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.51

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	2.9
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.5	xxxx	15.8
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
SharedCap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	16.5		
ApproachLOS:	*		*		*		*		*	C		

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

Rocklin Commons
Existing + Approved Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: C[16.7]

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:	133	0	155	0	0	0	0	79	124	105	110	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	0	155	0	0	0	0	79	124	105	110	0
Added Vol:	4	0	0	0	0	0	0	3	4	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	0	155	0	0	0	0	82	128	106	115	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	154	0	174	0	0	0	0	92	144	119	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	154	0	174	0	0	0	0	92	144	119	129	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	531	xxxx	164	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	236	xxxx	xxxxx
Potent Cap.:	512	xxxx	886	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1343	xxxx	xxxxx
Move Cap.:	475	xxxx	886	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1343	xxxx	xxxxx
Volume/Cap:	0.32	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
SharedCap.:	xxxx	630	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.0	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.7	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.7		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*		*		*	

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

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.026
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module:

Base Vol:	41	443	509	122	514	21	34	113	23	595	148	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	443	509	122	514	21	34	113	23	595	148	221
Added Vol:	0	19	141	8	13	0	0	0	0	142	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	462	650	130	527	21	34	113	23	737	148	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	44	491	691	138	560	22	36	120	24	783	157	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	491	691	138	560	22	36	120	24	783	157	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	44	491	691	138	560	22	36	120	24	862	157	249

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.66	0.34	1.69	0.31	1.00
Final Sat.:	1375	2750	1375	1375	2645	105	1375	2285	465	2325	425	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.18	0.50	0.10	0.21	0.21	0.03	0.05	0.05	0.37	0.37	0.18
Crit Vol:		691	138					72		509		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	23	14	35	489	16	357	233	676	23	40	745	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	14	35	489	16	357	233	676	23	40	745	586
Added Vol:	0	0	0	70	0	46	40	184	0	0	199	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	14	35	559	16	403	273	860	23	40	944	648
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	25	15	37	597	17	430	291	918	25	43	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	37	597	17	430	291	918	25	43	1007	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	25	15	37	656	17	430	291	918	25	43	1007	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.95	0.05	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	393	982	2680	70	1375	1375	2678	72	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.24	0.24	0.31	0.21	0.34	0.34	0.03	0.37	0.00
Crit Vol:				52		430		291		504		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9
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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	1	0	0	2	1	1	0

Volume Module:

Base Vol:	0	0	0	52	2	258	0	686	516	503	1102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	2	258	0	686	516	503	1102	0
Added Vol:	0	0	0	4	0	24	0	185	68	131	237	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	56	2	282	0	871	584	634	1339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	60	2	304	0	938	629	682	1441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	2	304	0	938	629	682	1441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	60	2	304	0	938	629	682	1441	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	11	1606	0	3610	1615	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.19	0.19	0.00	0.26	0.39	0.38	0.40	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.38	0.38	0.37	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	1.02	1.02	0.00	0.68	1.02	1.02	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	34.8	97.2	97.2	0.0	27.1	71.5	70.6	5.2	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	34.8	97.2	97.2	0.0	27.1	71.5	70.6	5.2	0.0
LOS by Move:	A	A	A	C	F	F	A	C	E	E	A	A
HCM2kAvgQ:	0	0	0	2	15	15	0	13	27	29	10	0

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

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 180 Level Of Service: D

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

Volume Module:

Base Vol:	548	1	602	0	0	0	211	527	0	0	1057	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1	602	0	0	0	211	527	0	0	1057	119
Added Vol:	72	0	128	0	0	0	26	163	0	0	296	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	1	730	0	0	0	237	690	0	0	1353	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	635	1	747	0	0	0	243	706	0	0	1385	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	1	747	0	0	0	243	706	0	0	1385	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	635	1	747	0	0	0	243	706	0	0	1385	124

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	1.84	0.16
Final Sat.:	2371	2	2503	0	0	0	1805	3610	0	0	3274	293

Capacity Analysis Module:

Vol/Sat:	0.27	0.43	0.30	0.00	0.00	0.00	0.13	0.20	0.00	0.00	0.42	0.42
Crit Moves:				****			****			****		
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.66	1.05	0.73	0.00	0.00	0.00	1.05	0.37	0.00	0.00	1.05	1.05
Delay/Veh:	24.8	67.3	26.6	0.0	0.0	0.0	115.2	13.7	0.0	0.0	66.4	66.4
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:	24.8	67.3	26.6	0.0	0.0	0.0	115.2	13.7	0.0	0.0	66.4	66.4
LOS by Move:	C	E	C	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	12	31	14	0	0	0	13	7	0	0	34	34

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

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Rocklin Commons
Existing + Approved Conditions - PM Peak Hour
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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):      0.499
Loss Time (sec):  8 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:   34          Level Of Service:          A
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Permitted      Permitted      Protected      Protected
Rights:     Include         Include         Include         Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 1 0 0 1      0 1 0 0 1      1 0 0 1 0      1 0 1 0 1
-----
Volume Module:
Base Vol:   25 19 46      38 46 129      27 401 20      28 460 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 19 46      38 46 129      27 401 20      28 460 18
Added Vol:  15 7 0      12 5 3      4 19 14      0 25 10
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 30 395 0      0 306 46      78 0 63      0 0 0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 41 27 48      52 53 137      32 434 35      29 502 29
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 41 27 48      52 53 137      32 434 35      29 502 29
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
M/F Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 41 27 48      52 53 137      32 434 35      29 502 29
-----
Saturation Flow Module:
Sat/Lane:   1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.61 0.39 1.00 0.50 0.50 1.00 1.00 0.93 0.07 1.00 1.00 1.00
Final Sat.: 864 561 1425      705 720 1425      1425 1318 107      1425 1425 1425
-----
Capacity Analysis Module:
Vol/Sat:    0.05 0.05 0.03 0.07 0.07 0.10 0.02 0.33 0.33 0.02 0.35 0.02
Crit Vol:   41          137 32          502
Crit Moves: ****          **** ****          ****
*****

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Rocklin Commons
Existing + Approved Conditions - PM Peak Hour
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #6 Dominguez Road/Granite Drive
*****
Average Delay (sec/veh):  2.6 Worst Case Level Of Service: C[ 15.4]
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:     Include         Include         Include         Include
Lanes:      1 0 2 0 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 0
-----
Volume Module:
Base Vol:   30 293 0      0 0 197 24      60 0 63      0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 293 0      0 0 197 24      60 0 63      0 0 0 0
Added Vol:  0 102 0      0 0 109 22      18 0 0      0 0 0 0
PasserByVol: 0 0 0      0 0 0 0      0 0 0      0 0 0 0
Initial Fut: 30 395 0      0 306 46      78 0 63      0 0 0 0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 34 450 0      0 349 52      89 0 72      0 0 0 0
Reduct Vol: 0 0 0      0 0 0 0      0 0 0      0 0 0 0
Final Vol.: 34 450 0      0 349 52      89 0 72      0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx      6.8 xxxxx      6.9 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx      3.5 xxxxx      3.3 xxxxx xxxxx xxxxx
-----
Capacity Module:
Conflict Vol: 401 xxxxx xxxxx xxxxx xxxxx      668 xxxxx      200 xxxxx xxxxx xxxxx
Potent Cap.: 1169 xxxxx xxxxx xxxxx xxxxx      396 xxxxx      813 xxxxx xxxxx xxxxx
Move Cap.:   1169 xxxxx xxxxx xxxxx xxxxx      387 xxxxx      813 xxxxx xxxxx xxxxx
Volume/Cap:  0.03 xxxxx xxxxx xxxxx xxxxx      0.23 xxxxx      0.09 xxxxx xxxxx xxxxx
-----
Level Of Service Module:
2Way95thQ:   0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:  8.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:  A * * * * * * * * * * * * * * * *
Movement:     LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:  xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 505 xxxxx xxxxx xxxxx xxxxx
SharedQueue:  xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.4 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.4 xxxxx xxxxx xxxxx xxxxx
Shared LOS:   * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:  xxxxxx          xxxxxx          15.4          xxxxxx
ApproachLOS:  *          *          C          *
*****
Note: Queue reported is the number of cars per lane.

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Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module:

Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	551	253	26	341	109	152	305	97	207	266	36
Added Vol:	16	204	67	0	169	16	15	5	16	63	7	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	755	320	26	510	125	167	310	113	270	273	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	150	832	353	29	562	138	184	342	125	298	301	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	832	353	29	562	138	184	342	125	298	301	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	832	353	29	562	138	184	342	125	298	301	41

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.11	0.61	0.26	0.02	0.41	0.10	0.13	0.25	0.09	0.22	0.22	0.03
Crit Vol:	832	29		342	298							
Crit Moves:	****	****		****	****							

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: D

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

Volume Module:

Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
Added Vol:	0	281	37	4	244	0	0	0	0	42	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	848	136	88	758	0	0	0	87	117	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	898	144	93	803	0	0	0	92	124	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	898	144	93	803	0	0	0	92	124	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	898	144	93	803	0	0	0	92	124	0	104

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	1425	1425	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.63	0.10	0.07	0.56	0.00	0.00	0.00	0.06	0.09	0.00	0.07
Crit Vol:	898	93		92	124							
Crit Moves:	****	****		****	****							

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.027
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	96	526	72	70	504	67	131	32	178	112	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	526	72	70	504	67	131	32	178	112	20	35
Added Vol:	51	268	142	36	241	10	10	70	48	154	76	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	794	214	106	745	77	141	102	226	266	96	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	161	869	234	116	815	84	154	112	247	291	105	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	869	234	116	815	84	154	112	247	291	105	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	161	869	234	116	815	84	154	112	272	291	105	81

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.12	0.63	0.17	0.08	0.59	0.06	0.11	0.08	0.10	0.21	0.08	0.06
Crit Vol:	869		116				136		291			
Crit Moves:	****		****				****		****	****		****

Existing plus Approved
10: I-80 WB & Sierra College Blvd

Existing Plus Approved PM
1/8/2009

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations	↔↔	↔	↔	↔	↕↕↕	↕	↔	↕↕	↕	↔	↔
Volume (vph)	410	0	175	0	994	423	0	965	260	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	175	0		300	0		0	0	0	0
Storage Lanes	2	1	0		1	0		1	0	0	0
Taper Length (ft)	25	25	25		25	25		25	25	25	25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850			0.850			0.850		
Fit Protected	0.950										
Satd. Flow (prot)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Fit Permitted	0.950										
Satd. Flow (perm)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			122			423			260		
Link Speed (mph)		45			50			50		30	
Link Distance (ft)		325			1678			521		221	
Travel Time (s)		4.9			22.9			7.1		5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	410	0	175	0	994	423	0	965	260	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	410	0	175	0	994	423	0	965	260	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		24			24			24			0
Link Offset(ft)		0			0			0			0
Crosswalk Width(ft)		16			16			16			16
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1		1		1	1		1	1		
Detector Template											
Leading Detector (ft)	50		50		50	50		50	50		
Trailing Detector (ft)	0		0		0	0		0	0		
Detector 1 Position(ft)	0		0		0	0		0	0		
Detector 1 Size(ft)	50		50		50	50		50	50		
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Turn Type	Prot		custom		Free	Free		Perm	Perm		
Protected Phases	3				2			6			
Permitted Phases			8			Free			6		
Detector Phase	3		8		2			6	6		
Switch Phase											
Minimum Initial (s)	4.0		4.0		4.0			4.0	4.0		
Minimum Split (s)	8.0		20.0		20.0			20.0	20.0		
Total Split (s)	32.0	0.0	32.0	0.0	58.0	0.0	0.0	58.0	58.0	0.0	0.0
Total Split (%)	35.6%	0.0%	35.6%	0.0%	64.4%	0.0%	0.0%	64.4%	64.4%	0.0%	0.0%

Existing plus Approved
10: I-80 WB & Sierra College Blvd

Existing Plus Approved PM
1/8/2009

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Maximum Green (s)	28.0		28.0		54.0			54.0	54.0		
Yellow Time (s)	3.5		3.5		3.5			3.5	3.5		
All-Red Time (s)	0.5		0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0		3.0			3.0	3.0		
Recall Mode	None		None		C-Max			C-Max	C-Max		
Walk Time (s)			5.0		5.0			5.0	5.0		
Flash Dont Walk (s)			11.0		11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0		0			0	0		
Act Effct Green (s)	16.1		16.1		65.9	90.0		65.9	65.9		
Actuated g/C Ratio	0.18		0.18		0.73	1.00		0.73	0.73		
v/c Ratio	0.67		0.46		0.27	0.27		0.37	0.21		
Control Delay	39.8		15.1		1.9	0.4		5.2	1.1		
Queue Delay	0.0		0.0		0.0	0.0		0.0	0.0		
Total Delay	39.8		15.1		1.9	0.4		5.2	1.1		
LOS	D		B		A	A		A	A		
Approach Delay					1.4			4.3			
Approach LOS					A			A			
Intersection Summary											
Area Type:	Other										
Cycle Length:	90										
Actuated Cycle Length:	90										
Offset:	5 (6%), Referenced to phase 2:NBT and 6:SBT, Start of Green										
Natural Cycle:	40										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.67										
Intersection Signal Delay:	8.2					Intersection LOS: A					
Intersection Capacity Utilization:	45.0%					ICU Level of Service A					
Analysis Period (min):	15										
Splits and Phases: 10: I-80 WB & Sierra College Blvd											

Existing plus Approved
11: I-80 EB & Rocklin Crossings

Existing Plus Approved PM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔↔	↔↔	↔↔	↔↔	↔↔	↔↔
Volume (vph)	308	344	105	178	223	168	908	104	213	268	827	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950					0.950			
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950					0.950			
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)			105			168			213			292
Link Speed (mph)		45					50					50
Link Distance (ft)		506					390					1678
Travel Time (s)		7.7					5.3					22.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	308	344	105	178	223	168	908	104	213	268	827	292
Shared Lane Traffic (%)												
Lane Group Flow (vph)	308	344	105	178	223	168	908	104	213	268	827	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24					24
Link Offset(ft)		0					0					0
Crosswalk Width(ft)		16					16					16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	Perm	Prot	custom	Free	Free	Perm	Prot	Free	Free	Free
Protected Phases	7	4!		3!			2			1!		6
Permitted Phases						Free		Free!				Free
Detector Phase	7	4	4	3	8		2		2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0		20.0	8.0		20.0
Total Split (s)	16.0	22.0	22.0	22.0	28.0	0.0	29.0	0.0	29.0	17.0	46.0	0.0
Total Split (%)	17.8%	24.4%	24.4%	24.4%	31.1%	0.0%	32.2%	0.0%	32.2%	18.9%	51.1%	0.0%

Existing plus Approved
11: I-80 EB & Rocklin Crossings

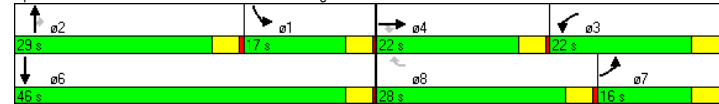
Existing Plus Approved PM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	12.0	18.0	18.0	18.0	24.0		25.0		25.0	13.0	42.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max		C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0		5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0		11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0		0		0	
Act Effct Green (s)	12.3	14.0	14.0	16.0	17.7		90.0		90.0	31.0	48.0	90.0
Actuated g/C Ratio	0.14	0.16	0.16	0.18	0.20		1.00		0.34	1.00	0.34	1.00
v/c Ratio	0.66	0.62	0.31	0.57	0.71		0.11		0.52	0.07	0.31	0.54
Control Delay	44.0	40.4	9.3	40.6	46.1		26.0		0.1	5.1	34.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay	44.0	40.4	9.3	40.6	46.1		26.0		0.1	5.1	34.4	10.2
LOS	D	D	A	D	D		C		A	A	C	B
Approach Delay		37.5					20.2					12.8
Approach LOS		D					C					B

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	88 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	22.4
Intersection Capacity Utilization:	57.9%
Intersection LOS:	C
ICU Level of Service:	B
Analysis Period (min):	15
! Phase conflict between lane groups.	

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



Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 805 0 0 691 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 805 0 0 691 0 0 0 0 0 0 0 0
Added Vol: 0 357 84 131 276 0 0 0 0 155 0 81
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1162 84 131 967 0 0 0 0 155 0 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 1223 88 138 1018 0 0 0 0 163 0 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1223 88 138 1018 0 0 0 0 163 0 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.: 0 1223 88 138 1018 0 0 0 0 179 0 94

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.80 0.20 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 3987 288 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.31 0.10 0.24 0.00 0.00 0.00 0.00 0.06 0.00 0.03
Crit Vol: 437 138 0 90
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.150
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 0 1 0

Volume Module:
Base Vol: 298 604 52 67 505 78 171 235 404 30 139 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 298 604 52 67 505 78 171 235 404 30 139 30
Added Vol: 117 185 4 75 175 180 181 6 84 3 7 74
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 415 789 56 142 680 258 352 241 488 33 146 104
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 441 839 60 151 723 274 374 256 519 35 155 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 441 839 60 151 723 274 374 256 519 35 155 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 441 839 60 151 723 274 374 256 519 35 155 111

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.87 0.13 1.00 1.45 0.55 1.00 2.00 1.00 1.00 0.58 0.42
Final Sat.: 1375 2568 182 1375 1994 756 1375 2750 1375 1375 803 572

Capacity Analysis Module:
Vol/Sat: 0.32 0.33 0.33 0.11 0.36 0.36 0.27 0.09 0.38 0.03 0.19 0.19
Crit Vol: 441 499 374 266
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	8	476	104	409	409	10	7	12	8	77	13	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	476	104	409	409	10	7	12	8	77	13	572
Added Vol:	0	64	2	4	61	0	0	0	0	2	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	540	106	413	470	10	7	12	8	79	13	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	567	111	434	494	11	7	13	8	83	14	608
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	567	111	434	494	11	7	13	8	83	14	608
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	567	111	434	494	11	7	13	8	83	14	608

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	0.98	0.02	0.26	0.44	0.30	0.86	0.14	1.00
Final Sat.:	1375	1149	226	1375	1346	29	356	611	407	1181	194	1375

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.49	0.49	0.32	0.37	0.37	0.02	0.02	0.02	0.07	0.07	0.44
Crit Vol:	679			0			28			608		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
 Optimal Cycle: 25 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
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	88	373	177	48	202	387	75	46	67	140	50	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	373	177	48	202	387	75	46	67	140	50	72
Added Vol:	0	0	0	0	5	0	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	373	177	48	207	387	84	46	67	140	50	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	389	185	50	216	0	88	48	70	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	389	185	50	216	0	88	48	70	146	52	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	389	185	50	216	0	88	48	70	146	52	75

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	1.00	1.00	0.75	0.75	0.85	0.62	0.91	0.91
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.65	0.35	1.00	1.00	0.41	0.59
Final Sat.:	1805	2331	1106	1805	1900	1900	923	506	1615	1172	710	1023

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.17	0.17	0.03	0.11	0.00	0.09	0.09	0.04	0.12	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.48	0.48	0.08	0.39	0.00	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.29	0.35	0.35	0.35	0.29	0.00	0.26	0.26	0.12	0.35	0.20	0.20
Delay/Veh:	36.5	16.3	16.3	45.0	21.4	0.0	23.0	23.0	21.6	24.0	22.3	22.3
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:	36.5	16.3	16.3	45.0	21.4	0.0	23.0	23.0	21.6	24.0	22.3	22.3
LOS by Move:	D	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	2	5	0	3	3	1	3	3	3

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

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Rocklin Commons
Existing + Approved Conditions - PM Peak Hour
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp
*****
Average Delay (sec/veh):      8.9      Worst Case Level Of Service: C[ 19.0]
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Uncontrolled    Uncontrolled    Stop Sign      Stop Sign
Rights:     Include             Include             Include             Include
Lanes:      0 0 1 0 1      0 1 0 0 0      0 0 0 0 0      1 0 0 0 1
-----
Volume Module:
Base Vol:   0 273 61 157 242 0 0 0 0 114 0 398
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 273 61 157 242 0 0 0 0 114 0 398
Added Vol:  0 0 0 0 5 0 0 0 0 9 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 273 61 162 242 0 0 0 0 123 0 398
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 291 65 173 258 0 0 0 0 131 0 424
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 291 65 173 258 0 0 0 0 131 0 424
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3
-----
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 356 xxxx xxxxx xxxx xxxx xxxxx 894 xxxx 291
Potent Cap.: xxxx xxxx xxxxx 1214 xxxx xxxxx xxxx xxxx xxxxx 314 xxxx 753
Move Cap.:  xxxx xxxx xxxxx 1214 xxxx xxxxx xxxx xxxx xxxxx 276 xxxx 753
Volume/Cap: xxxx xxxx xxxxx 0.14 xxxx xxxxx xxxx xxxx xxxxx 0.48 xxxx 0.56
-----
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx 0.5 xxxx xxxxx xxxx xxxx xxxxx 2.4 xxxx 3.6
Control Del:xxxxx xxxx xxxxx 8.5 xxxx xxxxx xxxxx xxxx xxxxx 29.3 xxxx 15.8
LOS by Move: * * * A * * * * * D * * C
Movement:   LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 19.0
ApproachLOS:  * * * C
*****
Note: Queue reported is the number of cars per lane.

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Rocklin Commons
Existing + Approved Conditions - PM Peak Hour
-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #17 Barton Road/Brace Road
*****
Average Delay (sec/veh):      7.2      Worst Case Level Of Service: C[ 16.3]
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Stop Sign          Stop Sign          Uncontrolled      Uncontrolled
Rights:     Include             Include             Include             Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 0 1 0      0 1 0 0 0
-----
Volume Module:
Base Vol:   143 0 72 0 0 0 0 0 64 150 114 57 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 143 0 72 0 0 0 0 0 64 150 114 57 0
Added Vol:  12 0 1 0 0 0 0 0 7 12 1 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 0 73 0 0 0 0 0 71 162 115 72 0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 173 0 81 0 0 0 0 0 79 180 128 80 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 173 0 81 0 0 0 0 0 79 180 128 80 0
Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 506 xxxxx 169 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 259 xxxxx xxxxx
Potent Cap.: 530 xxxxx 880 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1317 xxxxx xxxxx
Move Cap.:  487 xxxxx 880 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1317 xxxxx xxxxx
Volume/Cap: 0.35 xxxxx 0.09 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.10 xxxxx xxxxx
-----
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.0 xxxxx xxxxx
LOS by Move: * * * * * * * * * * * A * *
Movement:   LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
SharedCap.: xxxx 569 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx 2.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxxx xxxxx
Shrd ConDel:xxxxx 16.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.0 xxxxx xxxxx
Shared LOS: * C * * * * * * * * * * * A * *
ApproachDel: 16.3 xxxxxx xxxxxx xxxxxx
ApproachLOS:  C * * *
*****
Note: Queue reported is the number of cars per lane.

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Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[12.3]

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

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

Volume Module:

Base Vol:	153	68	0	0	43	55	61	0	242	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	68	0	0	43	55	61	0	242	0	0	0	0	0	0
Added Vol:	76	3	0	0	3	7	8	0	77	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	71	0	0	46	62	69	0	319	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	265	82	0	0	53	72	80	0	369	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	265	82	0	0	53	72	80	0	369	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	125	xxxx	xxxx	xxxx	xxxx	xxxx	701	xxxx	89	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	1474	xxxx	xxxx	xxxx	xxxx	xxxx	408	xxxx	974	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	1474	xxxx	xxxx	xxxx	xxxx	xxxx	342	xxxx	974	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.7	xxxx	xxxx	xxxx	xxxx	xxxx	0.9	xxxx	1.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	8.0	xxxx	xxxx	xxxx	xxxx	xxxx	18.7	xxxx	10.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	0.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	8.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx					
ApproachLOS:	*			*			B			*			*		

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

Rocklin Commons
Existing + Approved Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

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

Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	2	487	39	63	298	3	21	14	4	15	4	88			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	487	39	63	298	3	21	14	4	15	4	88			
Added Vol:	0	220	0	15	186	0	0	0	0	0	0	25			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	2	707	39	78	484	3	21	14	4	15	4	113			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
PHF Volume:	2	738	41	81	505	3	22	15	4	16	4	118			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	2	738	41	81	505	3	22	15	4	16	4	118			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	2	738	41	81	505	3	22	15	4	16	4	118			

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.99	0.01	0.54	0.36	0.10	0.11	0.03	0.86			
Final Sat.:	1425	1351	74	1425	1416	9	767	512	146	162	43	1220			

Capacity Analysis Module:

Vol/Sat:	0.00	0.55	0.55	0.06	0.36	0.36	0.03	0.03	0.03	0.10	0.10	0.10			
Crit Vol:	779			81			22					138			
Crit Moves:	****			****			****					****			

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

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

Volume Module table with 12 columns representing traffic volumes for different movements and approaches.

Saturation Flow Module table with 12 columns representing saturation flow rates for different movements.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

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

Volume Module table with 12 columns representing traffic volumes for different movements and approaches.

Saturation Flow Module table with 12 columns representing saturation flow rates for different movements.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: 42 Level Of Service: C

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

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

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

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

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 33 Level Of Service: B

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

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

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

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

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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

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

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

Capacity Analysis Module table with 12 columns and 4 rows (Vol/Sat, Crit Vol, Crit Moves).

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive
Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

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

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

Capacity Module table with 12 columns and 4 rows (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level Of Service Module table with 12 columns and 10 rows (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

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

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

Volume Module:
Base Vol: 28 324 69 29 267 60 25 220 28 83 202 24
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 324 69 29 267 60 25 220 28 83 202 24
Added Vol: 21 201 76 0 203 15 15 7 21 81 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 525 145 29 470 75 40 227 49 164 210 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 52 559 154 31 501 80 43 242 52 175 224 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 559 154 31 501 80 43 242 52 175 224 26
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 52 559 154 31 501 80 43 242 52 175 224 26

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

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.11 0.02 0.36 0.06 0.03 0.18 0.04 0.13 0.16 0.02
Crit Vol: 559 31 242 175
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 383 11 31 374 0 0 0 14 43 0 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 383 11 31 374 0 0 0 14 43 0 35
Added Vol: 0 291 42 6 300 0 0 0 0 56 0 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 674 53 37 674 0 0 0 14 99 0 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 696 55 38 696 0 0 0 14 102 0 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 696 55 38 696 0 0 0 14 102 0 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 696 55 38 696 0 0 0 14 102 0 42

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.49 0.04 0.03 0.49 0.00 0.00 0.00 0.01 0.07 0.00 0.03
Crit Vol: 696 38 14 102
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	146	298	94	56	278	98	107	19	78	119	18	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	298	94	56	278	98	107	19	78	119	18	25
Added Vol:	63	277	204	52	295	9	8	101	62	188	93	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	575	298	108	573	107	115	120	140	307	111	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	226	622	322	117	619	116	124	130	151	332	120	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	622	322	117	619	116	124	130	151	332	120	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	226	622	322	117	619	116	124	130	166	332	120	79

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.16	0.45	0.23	0.08	0.45	0.08	0.09	0.09	0.06	0.24	0.09	0.06
Crit Vol:	226			619			130			332		
Crit Moves:	****			****			****			****		

Existing plus Approved
10: I-80 WB & Sierra College Blvd

Existing Plus Approved Sat
1/8/2009

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations	↔↔	↔	↔	↔	↕↕↕	↔	↔	↕↕	↔		
Volume (vph)	272	0	51	0	1001	505	0	804	169	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	175	0		300	0		0	0	0	0
Storage Lanes	2	1	0		1	0		1	0	0	0
Taper Length (ft)	25	25	25		25	25		25	25	25	25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850			0.850			0.850		
Fit Protected	0.950										
Satd. Flow (prot)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Fit Permitted	0.950										
Satd. Flow (perm)	3433	0	1583	0	5085	1583	0	3539	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			130			505			169		
Link Speed (mph)		45			50			50		30	
Link Distance (ft)		325			1678			521		221	
Travel Time (s)		4.9			22.9			7.1		5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	272	0	51	0	1001	505	0	804	169	0	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	272	0	51	0	1001	505	0	804	169	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		24			24			24		0	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1		1		1	1		1	1		
Detector Template											
Leading Detector (ft)	50		50		50	50		50	50		
Trailing Detector (ft)	0		0		0	0		0	0		
Detector 1 Position(ft)	0		0		0	0		0	0		
Detector 1 Size(ft)	50		50		50	50		50	50		
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0	0.0		
Turn Type	Prot		custom		Free	Free		Perm	Perm		
Protected Phases	3				2			6			
Permitted Phases			8			Free			6		
Detector Phase	3		8		2			6	6		
Switch Phase											
Minimum Initial (s)	4.0		4.0		4.0			4.0	4.0		
Minimum Split (s)	8.0		20.0		20.0			20.0	20.0		
Total Split (s)	32.0	0.0	32.0	0.0	63.0	0.0	0.0	63.0	63.0	0.0	0.0
Total Split (%)	33.7%	0.0%	33.7%	0.0%	66.3%	0.0%	0.0%	66.3%	66.3%	0.0%	0.0%

Existing plus Approved
10: I-80 WB & Sierra College Blvd

Existing Plus Approved Sat
1/8/2009

Lane Group	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Maximum Green (s)	28.0		28.0		59.0			59.0	59.0		
Yellow Time (s)	3.5		3.5		3.5			3.5	3.5		
All-Red Time (s)	0.5		0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0		3.0			3.0	3.0		
Recall Mode	None		None		C-Max			C-Max	C-Max		
Walk Time (s)			5.0		5.0			5.0	5.0		
Flash Dont Walk (s)			11.0		11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0		0			0	0		
Act Effct Green (s)	12.9		12.9		74.1	95.0		74.1	74.1		
Actuated g/C Ratio	0.14		0.14		0.78	1.00		0.78	0.78		
v/c Ratio	0.58		0.16		0.25	0.32		0.29	0.13		
Control Delay	43.5		1.0		2.8	0.8		1.9	0.5		
Queue Delay	0.0		0.0		0.0	0.0		0.0	0.0		
Total Delay	43.5		1.0		2.8	0.8		1.9	0.5		
LOS	D		A		A	A		A	A		
Approach Delay					2.1			1.7			
Approach LOS					A			A			
Intersection Summary											
Area Type:	Other										
Cycle Length:	95										
Actuated Cycle Length:	95										
Offset:	16 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Green										
Natural Cycle:	40										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.58										
Intersection Signal Delay:	6.0					Intersection LOS: A					
Intersection Capacity Utilization:	36.7%					ICU Level of Service A					
Analysis Period (min):	15										
Splits and Phases: 10: I-80 WB & Sierra College Blvd											

Existing plus Approved
11: I-80 EB & Rocklin Crossings

Existing Plus Approved Sat
1/8/2009

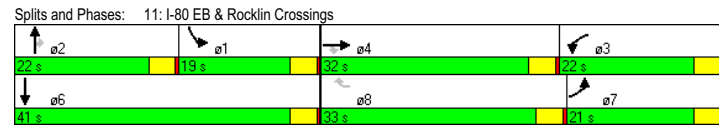
Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔↔	↔↔	↔↔	↔↔	↕↕	↔↔	↔↔	↔↔	↕↕	↔↔
Volume (vph)	370	432	263	201	303	162	671	131	268	336	591	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950					0.950			
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950					0.950			
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)			191			162		268			164	
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	370	432	263	201	303	162	671	131	268	336	591	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	370	432	263	201	303	162	671	131	268	336	591	164
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	Perm	Prot	custom	Free	Free	Perm	Prot	Free	Free	Free
Protected Phases	7	4!		3!			2			1!		6
Permitted Phases						Free		Free!				Free
Detector Phase	7	4	4	3	8		2		2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0		20.0	8.0		20.0
Total Split (s)	21.0	32.0	32.0	22.0	33.0	0.0	22.0	0.0	22.0	19.0	41.0	0.0
Total Split (%)	22.1%	33.7%	33.0%	23.2%	34.7%	0.0%	23.2%	0.0%	23.2%	20.0%	43.2%	0.0%

Existing plus Approved
11: I-80 EB & Rocklin Crossings

Existing Plus Approved Sat
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	17.0	28.0	28.0	18.0	29.0		18.0			15.0	37.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5			3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5			0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead			Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max			C-Max	None	C-Max
Walk Time (s)		5.0	5.0		5.0		5.0			5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0		11.0			11.0		11.0
Pedestrian Calls (#/hr)		0	0		0		0			0		0
Act Effct Green (s)	14.9	17.5	17.5	20.2	22.9	95.0	26.2	95.0	26.2	15.0	45.2	95.0
Actuated g/C Ratio	0.16	0.18	0.18	0.21	0.24	1.00	0.28	1.00	0.28	0.16	0.48	1.00
v/c Ratio	0.69	0.66	0.59	0.53	0.80	0.10	0.48	0.08	0.42	0.62	0.35	0.10
Control Delay	44.7	40.6	15.8	38.0	48.9	0.1	24.1	0.1	4.2	32.3	11.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	40.6	15.8	38.0	48.9	0.1	24.1	0.1	4.2	32.3	11.4	0.1
LOS	D	D	B	D	D	A	C	A	A	C	B	A
Approach Delay		35.9					16.2				16.1	
Approach LOS		D					B				B	

Intersection Summary	
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	24.6
Intersection Capacity Utilization:	59.0%
Analysis Period (min):	15
Intersection LOS:	C
ICU Level of Service:	B
! Phase conflict between lane groups.	



Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 441 0 0 599 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 441 0 0 599 0 0 0 0 0 0 0 0
Added Vol: 0 439 96 133 323 0 0 0 0 175 0 91
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 880 96 133 922 0 0 0 0 175 0 91
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 926 101 140 971 0 0 0 0 184 0 96
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 926 101 140 971 0 0 0 0 184 0 96
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.: 0 926 101 140 971 0 0 0 0 203 0 105

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.70 0.30 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 3855 420 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.24 0.10 0.23 0.00 0.00 0.00 0.00 0.07 0.00 0.04
Crit Vol: 342 140 0 101
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 0 1 0

Volume Module:
Base Vol: 203 376 34 39 328 68 84 152 188 44 167 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 203 376 34 39 328 68 84 152 188 44 167 25
Added Vol: 94 221 4 85 207 205 222 5 97 4 5 92
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 297 597 38 124 535 273 306 157 285 48 172 117
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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 321 645 41 134 578 295 330 170 308 52 186 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 645 41 134 578 295 330 170 308 52 186 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 321 645 41 134 578 295 330 170 308 52 186 126

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.88 0.12 1.00 1.32 0.68 1.00 2.00 1.00 1.00 0.60 0.40
Final Sat.: 1375 2585 165 1375 1821 929 1375 2750 1375 1375 818 557

Capacity Analysis Module:
Vol/Sat: 0.23 0.25 0.25 0.10 0.32 0.32 0.24 0.06 0.22 0.04 0.23 0.23
Crit Vol: 321 436 330 312
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

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

Volume Module table with 12 columns representing traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis metrics and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 23 Level Of Service: C

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

Volume Module table with 12 columns representing traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis metrics and 4 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

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

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[12.4]

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

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

Volume Module:

Base Vol: 0 257 45 88 256 0 0 0 0 46 0 206
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 257 45 88 256 0 0 0 0 46 0 206
Added Vol: 0 1 0 7 0 0 0 0 0 10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 258 45 95 256 0 0 0 0 56 0 206
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 264 46 97 262 0 0 0 0 57 0 211
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 264 46 97 262 0 0 0 0 57 0 211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 310 xxxx xxxxx xxxx xxxx xxxxx 721 xxxx 264
Potent Cap.: xxxx xxxx xxxxx 1261 xxxx xxxxx xxxx xxxx xxxxx 397 xxxx 779
Move Cap.: xxxx xxxx xxxxx 1261 xxxx xxxxx xxxx xxxx xxxxx 372 xxxx 779
Volume/Cap: xxxx xxxx xxxxx 0.08 xxxx xxxxx xxxx xxxx xxxxx 0.15 xxxx 0.27

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxx xxxx xxxxx 0.5 xxxx 1.1
Control Del:xxxxx xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx 16.4 xxxx 11.3
LOS by Move: * * * A * * * * * C * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 12.4
ApproachLOS: * * * B

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[10.0]

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

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

Volume Module:

Base Vol: 22 0 90 0 0 0 0 0 52 21 60 56 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 0 90 0 0 0 0 0 52 21 60 56 0
Added Vol: 16 0 1 0 0 0 0 0 8 15 1 19 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 38 0 91 0 0 0 0 0 60 36 61 75 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 41 0 99 0 0 0 0 0 65 39 66 82 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 41 0 99 0 0 0 0 0 65 39 66 82 0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol: 300 xxxxx 85 xxxxx xxxxx xxxxx xxxx xxxx xxxxx 105 xxxxx xxxxx
Potent Cap.: 696 xxxxx 980 xxxxx xxxxx xxxxx xxxx xxxx xxxxx 1500 xxxxx xxxxx
Move Cap.: 672 xxxxx 980 xxxxx xxxxx xxxxx xxxx xxxx xxxxx 1500 xxxxx xxxxx
Volume/Cap: 0.06 xxxxx 0.10 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.04 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.5 xxxx xxxxx
LOS by Move: * * * * * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx 863 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx 0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx
Shrd ConDel:xxxxx 10.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.5 xxxx xxxxx
Shared LOS: * A * * * * * * * * * A * * *
ApproachDel: 10.0 xxxxxx xxxxxx xxxxxx
ApproachLOS: A * * * *

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road
Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B[11.5]

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

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

Volume Module:
Base Vol: 85 48 0 0 38 96 75 0 173 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 48 0 0 38 96 75 0 173 0 0 0 0
Added Vol: 91 4 0 0 4 9 8 0 85 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 176 52 0 0 42 105 83 0 258 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 191 57 0 0 46 114 90 0 280 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 191 57 0 0 46 114 90 0 280 0 0 0 0

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

Capacity Module:
Cnflct Vol: 160 xxxxx xxxxx xxxxx xxxxx 542 xxxxx 103 xxxxx xxxxx xxxxx
Potent Cap.: 1432 xxxxx xxxxx xxxxx xxxxx 505 xxxxx 958 xxxxx xxxxx xxxxx
Move Cap.: 1432 xxxxx xxxxx xxxxx xxxxx 447 xxxxx 958 xxxxx xxxxx xxxxx
Volume/Cap: 0.13 xxxxx xxxxx xxxxx xxxxx 0.20 xxxxx 0.29 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.5 xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx 1.2 xxxxx xxxxx xxxxx
Control Del: 7.9 xxxxx xxxxx xxxxx xxxxx 15.1 xxxxx 10.3 xxxxx xxxxx xxxxx
LOS by Move: A * * * * C * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 11.5 xxxxxx
ApproachLOS: * * B *

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road
Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 6 267 19 50 289 2 2 14 8 38 10 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 267 19 50 289 2 2 14 8 38 10 47
Added Vol: 0 217 0 17 219 0 0 0 0 0 0 0 20
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 484 19 67 508 2 2 14 8 38 10 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 7 528 21 73 554 2 2 15 9 41 11 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 528 21 73 554 2 2 15 9 41 11 73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 528 21 73 554 2 2 15 9 41 11 73

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.96 0.04 1.00 0.99 0.01 0.08 0.59 0.33 0.33 0.09 0.58
Final Sat.: 1425 1371 54 1425 1419 6 119 831 475 471 124 830

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.38 0.05 0.39 0.39 0.02 0.02 0.02 0.09 0.09 0.09
Crit Vol: 549 73 2 125
Crit Moves: **** **

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way
Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.4]

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

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

Volume Module:
Base Vol: 0 278 4 31 288 0 0 0 0 3 0 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 278 4 31 288 0 0 0 0 3 0 21
Added Vol: 0 165 0 0 179 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 443 4 31 467 0 0 0 0 3 0 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 465 4 33 490 0 0 0 0 3 0 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 465 4 33 490 0 0 0 0 3 0 22

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

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 469 xxxx xxxxx xxxxx xxxx xxxxx 1022 xxxx 467
Potent Cap.: xxxx xxxx xxxxx 1103 xxxx xxxxx xxxxx xxxx xxxxx 264 xxxx 600
Move Cap.: xxxx xxxx xxxxx 1103 xxxx xxxxx xxxxx xxxx xxxxx 258 xxxx 600
Volume/Cap: xxxx xxxx xxxxx 0.03 xxxx xxxxx xxxxx xxxx xxxxx 0.01 xxxx 0.04

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * A * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 515 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.4 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx 12.4
ApproachLOS: * * * * * B

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

Rocklin Commons
Existing + Approved Conditions - Saturday

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

Intersection #21 Taylor Road/King Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Lanes: 1 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 159 274 110 19 244 49 54 47 171 110 55 176
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 159 274 110 19 244 49 54 47 171 110 55 176
Added Vol: 5 73 0 0 79 15 13 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 164 347 110 19 323 64 67 47 175 110 55 176
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 188 397 126 22 370 73 77 54 200 126 63 202
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 188 397 126 22 370 73 77 54 200 126 63 202
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 188 397 126 22 370 73 77 54 200 126 63 202

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.67 0.33 1.00 1.00 1.00 1.00 0.24 0.76
Final Sat.: 1375 1375 1375 1375 2295 455 1375 1375 1375 1375 327 1048

Capacity Analysis Module:
Vol/Sat: 0.14 0.29 0.09 0.02 0.16 0.16 0.06 0.04 0.15 0.09 0.19 0.19
Crit Vol: 397 22 77 265
Crit Moves: **** **
