

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
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	1	0	1	1	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	67	9	15	0	0	0	0	62	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	295	563	192	419	19	22	153	43	432	71	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:	0.84	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	671	229	499	23	26	182	51	515	85	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	352	671	229	499	23	26	182	51	515	85	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	1.10	1.00	1.00
Final Vol.:	30	352	671	229	499	23	26	182	51	566	85	124

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	2631	119	1375	2147	603	2393	357	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.49	0.17	0.19	0.19	0.02	0.08	0.08	0.24	0.24	0.09
Crit Vol:	671	229					117	326				
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): 0.540
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	33	0	18	30	113	0	0	88	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	12	11	337	7	122	158	826	12	6	616	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	369	8	134	173	905	13	7	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	12	369	8	134	173	905	13	7	675	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	406	8	134	173	905	13	7	675	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	2711	39	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.15	0.15	0.10	0.13	0.33	0.33	0.00	0.25	0.00
Crit Vol:	25			207		173				337		
Crit Moves:	****			****		****	****			****		

Rocklin Commons
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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): 0.771
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
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 0	1 0 0 1 0	0 0 2 0 1	1 0 2 0 0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	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	
Initial Bse:	0	0	157	2	244	0	620	412	339	862	0	
Added Vol:	0	0	0	1	0	17	0	96	50	44	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	158	2	261	0	716	462	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	
PHF Adj:	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	173	2	286	0	785	507	420	1061	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	173	2	286	0	785	507	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	
MLF 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.:	0	0	173	2	286	0	785	507	420	1061	0	

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	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	1615	12	1605	0	3610	1615	1805	3610	0	

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
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	0.46	0.77	0.77	0.00	0.53	0.77	0.77	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	34.0	45.5	45.5	0.0	22.9	31.2	38.4	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	34.0	45.5	45.5	0.0	22.9	31.2	38.4	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.

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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): 0.949
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 133 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:	North Bound		South Bound		East Bound		West Bound				
Base Vol:	570	2	735	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
Initial Bse:	570	2	735	0	0	208	569	0	0	631	47
Added Vol:	36	0	52	0	0	15	82	0	0	114	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	606	2	787	0	0	223	651	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
PHF Adj:	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	257	749	0	0	857	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	2	906	0	0	257	749	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
MLF 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.:	697	2	906	0	0	257	749	0	0	857	56

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.43	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:	North Bound		South Bound		East Bound		West Bound					
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:	16.7	34.6	18.7	0.0	0.0	0.0	83.0	21.6	0.0	0.0	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	34.6	18.7	0.0	0.0	0.0	83.0	21.6	0.0	0.0	53.8	53.8
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 + Project Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
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	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	3	0	5	4	2	2	20	5	0	11	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	71	59	28	20	52	73	338	41	66	303	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	77	64	31	22	57	80	368	45	72	330	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	77	64	31	22	57	80	368	45	72	330	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	77	64	31	22	57	80	368	45	72	330	71

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	1.00	0.58	0.42	1.00	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	382	1043	1425	831	594	1425	1425	1271	154	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.05	0.04	0.04	0.04	0.06	0.29	0.29	0.05	0.23	0.05
Crit Vol:	106			31			413			72		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.9]

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

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	47	0	0	43	6	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	137	0	0	298	53	45	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	150	0	0	326	58	49	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	150	0	0	326	58	49	0	77	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	384	xxxx	xxxx	xxxx	xxxx	xxxx	619	xxxx	192	xxxx	xxxx	xxxx
Potent Cap.:	1185	xxxx	xxxx	xxxx	xxxx	xxxx	425	xxxx	823	xxxx	xxxx	xxxx
Move Cap.:	1185	xxxx	xxxx	xxxx	xxxx	xxxx	399	xxxx	823	xxxx	xxxx	xxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.09	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	8.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
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
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	582	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.9	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 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	0	1	0	1	0	1	0

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:	6	75	34	1	131	9	11	5	10	47	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	318	176	24	557	176	76	176	77	219	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:	175	349	193	26	612	193	84	193	85	241	257	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	349	193	26	612	193	84	193	85	241	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.:	175	349	193	26	612	193	84	193	85	241	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	0.25	0.14	0.02	0.45	0.14	0.06	0.14	0.06	0.18	0.19	0.02
Crit Vol:	175			612			193			241		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
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	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
Added Vol:	0	113	24	5	184	0	0	0	0	40	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	493	60	73	738	0	0	0	58	107	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	527	64	78	788	0	0	0	62	114	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	527	64	78	788	0	0	0	62	114	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	527	64	78	788	0	0	0	62	114	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	0.37	0.04	0.05	0.55	0.00	0.00	0.00	0.04	0.08	0.00	0.06
Crit Vol:		527		788					62	114		
Crit Moves:		****		****					****	****		

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

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

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:	24	114	50	13	203	8	15	25	18	31	16	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	482	124	116	679	71	76	50	52	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:	194	531	137	128	749	78	84	55	57	173	51	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	531	137	128	749	78	84	55	57	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	1.00	1.10	1.00	1.00	1.00
Final Vol.:	194	531	137	128	749	78	84	55	63	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	0.39	0.10	0.09	0.54	0.06	0.06	0.04	0.02	0.13	0.04	0.04
Crit Vol:	194			749			55			173		
Crit Moves:	****			****			****			****		

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

Existing Plus Approved Plus Project AM
1/8/2009

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↘	↙	↖	↗	↘	↙	↖	↗	↘	↙
Volume (vph)	41	64	16	406	13	218	114	604	183	588	251	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			175	225			300		125	
Storage Lanes	1	1			1	1			1		1	
Taper Length (ft)	25	25			25	25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.867	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1534	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1534	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			102	116			183			86
Link Speed (mph)					45		50		50			
Link Distance (ft)					325		1678		521			
Travel Time (s)					4.9		22.9		7.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	41	64	16	406	13	218	114	604	183	588	251	86
Shared Lane Traffic (%)					47%							
Lane Group Flow (vph)	41	80	0	406	115	116	114	604	183	588	251	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24		24		24			
Link Offset(ft)					0		0		0			
Crosswalk Width(ft)					16		16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15	9	15	9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Perm	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	12.0	20.0	0.0	34.0	22.0	22.0	20.0	56.0	0.0	36.0	36.0	36.0
Total Split (%)	13.3%	22.2%	0.0%	37.8%	24.4%	24.4%	22.2%	62.2%	0.0%	40.0%	40.0%	40.0%

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

Existing Plus Approved Plus Project AM
1/8/2009

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	8.0	16.0			30.0	18.0	18.0	16.0	52.0		32.0	32.0
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	Lead	Lag			Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None			None	None	None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	7.1	16.0			17.5	10.4	10.4	16.0	64.5	90.0	44.5	44.5
Actuated g/C Ratio	0.08	0.18			0.19	0.12	0.12	0.18	0.72	1.00	0.49	0.49
v/c Ratio	0.29	0.27			0.61	0.43	0.42	0.36	0.17	0.12	0.34	0.32
Control Delay	44.4	30.4			36.4	15.5	12.4	32.2	1.3	0.1	15.3	16.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	30.4			36.4	15.5	12.4	32.2	1.3	0.1	15.3	16.3
LOS	D	C			D	B	B	C	A	A	B	B
Approach Delay						28.3			5.0		14.5	
Approach LOS						C			A		B	
Intersection Summary												
Area Type:	Other											
Cycle Length:	90											
Actuated Cycle Length:	90											
Offset:	89 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.61											
Intersection Signal Delay:	15.5						Intersection LOS: B					
Intersection Capacity Utilization:	44.4%						ICU Level of Service A					
Analysis Period (min):	15											
Splits and Phases: 10: I-80 WB & Sierra College Blvd.												

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

Existing Plus Approved Plus Project AM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔	↔	↔	↔↔↔	↔	↔	↔↔	↔↔	↔↔
Volume (vph)	280	121	141	52	97	36	535	211	75	109	802	166
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)			141			36		75				166
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)	280	121	141	52	97	36	535	211	75	109	802	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	121	141	52	97	36	535	211	75	109	802	166
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	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!		6
Permitted Phases					8!	Free		Free!	2			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	33.0	33.0	13.0	25.0	0.0	32.0	0.0	32.0	12.0	44.0	0.0
Total Split (%)	23.3%	36.7%	36.7%	14.4%	27.8%	0.0%	35.6%	0.0%	35.6%	13.3%	48.9%	0.0%

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

Existing Plus Approved Plus Project AM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	17.0	29.0	29.0	9.0	21.0		28.0		28.0	8.0	40.0	
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)	12.6	17.7	17.7	7.7	10.8		90.0		90.0	47.1	56.7	90.0
Actuated g/C Ratio	0.14	0.20	0.20	0.09	0.12		1.00		1.00	0.52	0.63	1.00
v/c Ratio	0.58	0.17	0.33	0.34	0.51		0.02		0.13	0.09	0.37	0.10
Control Delay	41.0	29.6	7.4	44.7	45.6		0.0		14.3	0.2	4.6	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay	41.0	29.6	7.4	44.7	45.6		0.0		14.3	0.2	4.6	35.2
LOS	D	C	A	D	D		A		B	A	A	D
Approach Delay		29.7					9.8					7.1
Approach LOS		C					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:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	14.7						Intersection LOS: B					
Intersection Capacity Utilization:	44.2%						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 + Project Conditions - AM Peak Hour

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

 Intersection #12 Sierra College Boulevard/Dominguez Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.262
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	3	0	0	0	2	0	0

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: 0 164 28 45 122 0 0 0 0 68 0 0 51
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 762 28 45 953 0 0 0 0 68 0 0 51
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 0 802 29 47 1003 0 0 0 0 72 0 0 54
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 802 29 47 1003 0 0 0 0 72 0 0 54
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
 Final Vol.: 0 802 29 47 1003 0 0 0 0 79 0 0 59

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.89 0.11 1.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
 Final Sat.: 0 4123 152 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
 Vol/Sat: 0.00 0.19 0.19 0.03 0.23 0.00 0.00 0.00 0.00 0.03 0.00 0.02
 Crit Vol: 0 334 0 39
 Crit Moves: **** **** ****

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

 Intersection #13 Sierra College Boulevard/Rocklin Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 135 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	1	0	2	1	0	1

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 83 1 33 87 67 66 4 72 3 3 40
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 421 546 59 83 519 114 135 118 314 70 176 106
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 438 568 61 86 540 119 140 123 326 73 183 110
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 438 568 61 86 540 119 140 123 326 73 183 110
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 438 568 61 86 540 119 140 123 326 73 183 110

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 1.80 0.20 1.00 1.64 0.36 1.00 2.00 1.00 1.00 0.62 0.38
 Final Sat.: 1375 2482 268 1375 2255 495 1375 2750 1375 1375 858 517

Capacity Analysis Module:
 Vol/Sat: 0.32 0.23 0.23 0.06 0.24 0.24 0.10 0.04 0.24 0.05 0.21 0.21
 Crit Vol: 438 329 140 293
 Crit Moves: **** **** ****

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

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 of traffic volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows of capacity and critical moves.

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 26 Level Of Service: C

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

Volume Module table with 12 columns and 12 rows of traffic volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 10 rows of capacity and critical moves.

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

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp
Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[16.7]

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

Volume Module: Table with 11 columns for traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 3 columns for Critical Gap, FollowUpTim, etc.

Capacity Module: Table with 4 columns for Capacity metrics like Cnflct Vol, Potent Cap, etc.

Level Of Service Module: Table with 4 columns for LOS metrics like 2Way95thQ, Control Del, etc.

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

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road
Average Delay (sec/veh): 8.0 Worst Case Level Of Service: C[17.1]

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

Volume Module: Table with 11 columns for traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 3 columns for Critical Gap, FollowUpTim, etc.

Capacity Module: Table with 4 columns for Capacity metrics like Cnflct Vol, Potent Cap, etc.

Level Of Service Module: Table with 4 columns for LOS metrics like 2Way95thQ, Control Del, etc.

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

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: C[17.4]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 1 0 0 0	0 0 0 1 0	1 0 0 0 1	0 0 0 0 0
Volume Module:				
Base Vol:	240 55 0	0 72 98	83 0 87	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	240 55 0	0 72 98	83 0 87	0 0 0
Added Vol:	42 1 0	0 1 3	3 0 36	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	282 56 0	0 73 101	86 0 123	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.86 0.86 0.86	0.86 0.86 0.86	0.86 0.86 0.86	0.86 0.86 0.86
PHF Volume:	329 65 0	0 85 118	100 0 143	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	329 65 0	0 85 118	100 0 143	0 0 0
Critical Gap Module:				
Critical Gp:	4.1 xxxxx	xxxxx xxxxx xxxxx xxxxx	6.4 xxxxx	6.2 xxxxx xxxxx xxxxx
FollowUpTim:	2.2 xxxxx	xxxxx xxxxx xxxxx xxxxx	3.5 xxxxx	3.3 xxxxx xxxxx xxxxx
Capacity Module:				
Cnflct Vol:	203 xxxxx	xxxxx xxxxx xxxxx xxxxx	867 xxxxx	144 xxxxx xxxxx xxxxx
Potent Cap.:	1381 xxxxx	xxxxx xxxxx xxxxx xxxxx	326 xxxxx	909 xxxxx xxxxx xxxxx
Move Cap.:	1381 xxxxx	xxxxx xxxxx xxxxx xxxxx	253 xxxxx	909 xxxxx xxxxx xxxxx
Volume/Cap:	0.24 xxxxx	xxxxx xxxxx xxxxx xxxxx	0.40 xxxxx	0.16 xxxxx xxxxx xxxxx
Level Of Service Module:				
2Way95thQ:	0.9 xxxxx	xxxxx xxxxx xxxxx xxxxx	1.8 xxxxx	0.6 xxxxx xxxxx xxxxx
Control Del:	8.4 xxxxx	xxxxx xxxxx xxxxx xxxxx	28.3 xxxxx	9.7 xxxxx xxxxx xxxxx
LOS by Move:	A * * *	* * * *	D * A	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
SharedQueue:	0.9 xxxxx	xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:	8.4 xxxxx	xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:	A * * *	* * * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	17.4	xxxxxx
ApproachLOS:	*	*	C	*

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

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Volume Module:				
Base Vol:	2 190 18	100 425 17	3 16 4	41 11 65
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 190 18	100 425 17	3 16 4	41 11 65
Added Vol:	0 87 0	22 141 0	0 0 0	0 0 7
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 277 18	122 566 17	3 16 4	41 11 72
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	2 305 20	135 624 19	3 18 4	45 12 79
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 305 20	135 624 19	3 18 4	45 12 79
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	2 305 20	135 624 19	3 18 4	45 12 79
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:	1.00 0.94 0.06	1.00 0.97 0.03	0.13 0.70 0.17	0.33 0.09 0.58
Final Sat.:	1425 1338	87 1425 1383	42 186 991	248 471 126 827
Capacity Analysis Module:				
Vol/Sat:	0.00 0.23 0.23	0.09 0.45 0.45	0.02 0.02 0.02	0.10 0.10 0.10
Crit Vol:	2	643	3	137
Crit Moves:	****	****	****	****

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                          Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour
-----
                          Level Of Service Computation Report
                          2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #20 Sierra College Boulevard/English Colony Way
*****
Average Delay (sec/veh):    1.0    Worst Case Level Of Service: B[ 11.8]
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:   L - T - R      L - T - R      L - T - R      L - T - R

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

-----
Volume Module:
Base Vol:    0 257 1          71 518 0          0 0 0 0          4 0 0 37
Growth Adj: 1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse: 0 257 1          71 518 0          0 0 0 0          4 0 0 37
Added Vol:   0 78 0          0 76 0          0 0 0 0          0 0 0 0
PasserByVol: 0 0 0          0 0 0          0 0 0 0          0 0 0 0
Initial Fut: 0 335 1          71 594 0          0 0 0 0          4 0 0 37
User Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95    0.95 0.95 0.95    0.95 0.95 0.95    0.95 0.95 0.95
PHF Volume:  0 354 1          75 629 0          0 0 0 0          4 0 0 39
Reduct Vol:  0 0 0          0 0 0          0 0 0 0          0 0 0 0
Final Vol.:  0 354 1          75 629 0          0 0 0 0          4 0 0 39
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx  6.2
FollowUpTim:xxxxx xxxx xxxxx  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx  3.3
-----
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx  356 xxxx xxxxx xxxx xxxx xxxxx  1134 xxxx  355
Potent Cap.: xxxx xxxx xxxxx  1214 xxxx xxxxx xxxx xxxx xxxxx  226 xxxx  693
Move Cap.:   xxxx xxxx xxxxx  1214 xxxx xxxxx xxxx xxxx xxxxx  215 xxxx  693
Volume/Cap:  xxxx xxxx xxxxx  0.06 xxxx xxxx xxxx xxxx xxxxx  0.02 xxxx  0.06
-----
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx  0.2 xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * A * * * * * * * * * * * * * * * * *
Movement:    LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx  570 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.8 xxxxx
Shared LOS:  * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 11.8
ApproachLOS:  * * * * * * * * * * * * * * * * * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.

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                          Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour
-----
                          Level Of Service Computation Report
                          Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #21 Taylor Road/King Road
*****
Cycle (sec):      100          Critical Vol./Cap.(X):    0.800
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    114          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:
Rights:      Protected      Protected      Protected      Protected
              Include        Include        Include        Include
Lanes:       1 0 1 0 1        1 0 1 1 0        1 0 1 0 1        1 0 0 1 0

-----
Volume Module:
Base Vol:    229 376 67        60 323 0        211 96 242 103 102 119
Growth Adj: 1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 229 376 67        60 323 0        211 96 242 103 102 119
Added Vol:   2 29 0          0 39 6          6 17 0 5 0 0 0 0
PasserByVol: 0 0 0          0 0 0          0 0 0 0 0 0 0 0
Initial Fut: 231 405 67        60 362 6        228 96 247 103 102 119
User Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.83 0.83 0.83    0.83 0.83 0.83    0.83 0.83 0.83 0.83 0.83 0.83
PHF Volume:  278 487 81        72 436 7        274 116 297 124 123 143
Reduct Vol:  0 0 0          0 0 0          0 0 0 0 0 0 0 0
Reduced Vol: 278 487 81        72 436 7        274 116 297 124 123 143
PCE Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00
MIF Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  278 487 81        72 436 7        274 116 297 124 123 143
-----
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.00 1.00 1.00 0.46 0.54
Final Sat.:  1375 1375 1375 1375 2705 45 1375 1375 1375 1375 635 740
-----
Capacity Analysis Module:
Vol/Sat:     0.20 0.35 0.06 0.05 0.16 0.16 0.20 0.08 0.22 0.09 0.19 0.19
Crit Vol:    487 72 274
Crit Moves:  **** * * * * *
*****

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Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.108
Loss Time (sec): 8 (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 0 1 1 0 2 0 0 0 0 0 0 0 2 0 0 0 1

Volume Module:
Base Vol: 0 120 0 0 245 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: 0 120 0 0 245 0 0 0 0 0 0 0 0
Added Vol: 0 47 19 0 46 0 0 0 0 14 0 0 0
PasserByVol: 0 0 2 0 0 0 0 0 0 2 0 0 0
Initial Fut: 0 167 21 0 291 0 0 0 0 16 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 167 21 0 291 0 0 0 0 16 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 167 21 0 291 0 0 0 0 16 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 0 167 21 0 291 0 0 0 0 18 0 0 0

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.01 0.00 0.10 0.00 0.00 0.00 0.00 0.01 0.00 0.00
Crit Vol: 0 146 0 9
Crit Moves: **** **** ****

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
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	1	0	1	1	1	0

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	21	159	11	15	0	0	0	0	162	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	464	668	133	529	21	34	113	23	757	148	237
User Adj:	1.00	1.00	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	493	710	141	562	22	36	120	24	804	157	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	493	710	141	562	22	36	120	24	804	157	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	493	710	141	562	22	36	120	24	885	157	252

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	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2645	105	1375	2285	465	2335	415	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.18	0.52	0.10	0.21	0.21	0.03	0.05	0.05	0.38	0.38	0.18
Crit Vol:		710	141						72	521		
Crit Moves:		****	****						****	****		

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
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	1	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	77	0	80	72	196	0	0	212	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	14	35	566	16	437	305	872	23	40	957	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	604	17	466	326	931	25	43	1021	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	37	604	17	466	326	931	25	43	1021	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	664	17	466	326	931	25	43	1021	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	2681	69	1375	1375	2679	71	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.25	0.25	0.34	0.24	0.35	0.35	0.03	0.37	0.00
Crit Vol:			52			466		326			511	
Crit Moves:			****			****		****			****	

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 180 Level Of Service: D

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

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and 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, and HCM2kAvgQ.

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 46.4
Optimal Cycle: 180 Level Of Service: D

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

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and 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, and HCM2kAvgQ.

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	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:	16	13	0	13	10	3	4	25	15	0	31	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	32	46	51	56	132	31	426	35	28	491	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	42	33	48	53	58	137	32	441	36	29	508	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	33	48	53	58	137	32	441	36	29	508	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	33	48	53	58	137	32	441	36	29	508	31

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:	0.56	0.44	1.00	0.48	0.52	1.00	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	800	625	1425	679	746	1425	1425	1317	108	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.03	0.08	0.08	0.10	0.02	0.33	0.33	0.02	0.36	0.02
Crit Vol:	42			137	32		508					
Crit Moves:	****			****	****		****					

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[17.6]

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

Volume Module:

Base Vol:	30	293	0	0	197	24	60	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	293	0	0	197	24	60	0	63	0	0	0
Added Vol:	0	139	0	0	156	28	25	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	432	0	0	353	52	85	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	34	492	0	0	402	59	97	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	34	492	0	0	402	59	97	0	72	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	461	xxxx	xxxx	xxxx	xxxx	746	xxxx	231	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	1110	xxxx	xxxx	xxxx	xxxx	353	xxxx	778	xxxx	xxxx	xxxx	xxxx
Move Cap.:	1110	xxxx	xxxx	xxxx	xxxx	345	xxxx	778	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.09	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	8.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
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
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	452	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	17.6	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.211
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 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 120 551 253 26 341 109 152 305 97 207 266 36
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 551 253 26 341 109 152 305 97 207 266 36
Added Vol: 26 271 155 0 231 16 15 5 25 145 7 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 146 822 408 26 572 125 167 310 122 352 273 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: 161 906 450 29 631 138 184 342 135 388 301 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 906 450 29 631 138 184 342 135 388 301 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.: 161 906 450 29 631 138 184 342 135 388 301 41

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 1.00 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

Capacity Analysis Module:
Vol/Sat: 0.12 0.66 0.33 0.02 0.46 0.10 0.13 0.25 0.10 0.28 0.22 0.03
Crit Vol: 906 29 342 388
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Control: Permitted 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: 0 567 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: 0 447 122 4 397 0 0 0 0 120 0 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1014 221 88 911 0 0 0 87 195 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 1074 234 93 965 0 0 0 92 207 0 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1074 234 93 965 0 0 0 92 207 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 1074 234 93 965 0 0 0 92 207 0 104

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 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 0.75 0.16 0.07 0.68 0.00 0.00 0.00 0.06 0.14 0.00 0.07
Crit Vol: 1074 93 92 207
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.206
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	0	1	0

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:	56	458	142	36	467	15	71	70	53	154	76	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	984	214	106	971	82	202	102	231	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:	166	1077	234	116	1062	90	221	112	253	291	105	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1077	234	116	1062	90	221	112	253	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.:	166	1077	234	116	1062	90	221	112	278	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	0.78	0.17	0.08	0.77	0.07	0.16	0.08	0.10	0.21	0.08	0.06
Crit Vol:	166			1062			139		291			
Crit Moves:	****			****			****		****	****		

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

Existing Plus Approved Plus Project PM
1/8/2009

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	228	372	93	410	46	175	390	994	423	992	233	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0				175	225		300		125	
Storage Lanes	1	1				1	1		1		1	
Taper Length (ft)	25	25				25	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.911	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1612	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1612	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			57	107			423			264
Link Speed (mph)					45			50		50		
Link Distance (ft)					325		1678		521			
Travel Time (s)					4.9		22.9		7.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	228	372	93	410	46	175	390	994	423	992	233	264
Shared Lane Traffic (%)						39%						
Lane Group Flow (vph)	228	465	0	410	114	107	390	994	423	992	233	264
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24		24		24			
Link Offset(ft)					0		0		0			
Crosswalk Width(ft)					16		16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Perm	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases								Free			6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	19.0	35.0	0.0	39.0	20.0	20.0	35.0	71.0	0.0	36.0	36.0	36.0
Total Split (%)	17.3%	31.8%	0.0%	35.5%	18.2%	18.2%	31.8%	64.5%	0.0%	32.7%	32.7%	32.7%

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

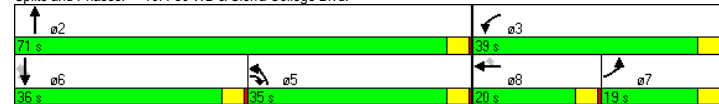
Existing Plus Approved Plus Project PM
1/8/2009

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	15.0	31.0		35.0	16.0	16.0	31.0	67.0		32.0	32.0	32.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lead	Lead	Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	C-Max		C-Max	C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	18.7	31.0		32.4	9.7	9.7	31.0	69.6	110.0	34.6	34.6	34.6
Actuated g/C Ratio	0.17	0.28		0.29	0.09	0.09	0.28	0.63	1.00	0.31	0.31	0.31
v/c Ratio	0.76	1.02		0.41	0.59	0.47	0.78	0.31	0.27	0.89	0.47	0.39
Control Delay	60.8	87.5		31.9	37.2	15.4	36.1	2.9	0.3	34.5	26.4	3.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	87.5		31.9	37.3	15.4	36.1	2.9	0.3	34.5	26.4	3.2
LOS	E	F		C	D	B	D	A	A	C	C	A
Approach Delay							30.1		9.5			27.7
Approach LOS							C		A			C

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	28.5
Intersection Capacity Utilization:	78.3%
ICU Level of Service:	D
Analysis Period (min):	15

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



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

Existing Plus Approved Plus Project PM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔↔	↔↔	↔↔	↔↔	↔↔	↔↔
Volume (vph)	449	344	105	178	283	168	1103	83	213	306	1016	464
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			464
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)	449	344	105	178	283	168	1103	83	213	306	1016	464
Shared Lane Traffic (%)												
Lane Group Flow (vph)	449	344	105	178	283	168	1103	83	213	306	1016	464
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	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!		6
Permitted Phases						8!	Free	Free!	2			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)	24.0	34.0	34.0	23.0	33.0	0.0	35.0	0.0	35.0	18.0	53.0	0.0
Total Split (%)	21.8%	30.9%	30.0%	20.9%	30.0%	0.0%	31.8%	0.0%	31.8%	16.4%	48.2%	0.0%

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

Existing Plus Approved Plus Project PM
1/8/2009

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	20.0	30.0	30.0	19.0	29.0		31.0			31.0	14.0	49.0
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	
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)	18.5	26.9	26.9	15.6	23.9	110.0	37.5	110.0	37.5	14.0	55.5	110.0
Actuated g/C Ratio	0.17	0.24	0.24	0.14	0.22	1.00	0.34	1.00	0.34	0.13	0.50	1.00
v/c Ratio	0.78	0.40	0.23	0.71	0.82	0.11	0.64	0.05	0.31	0.70	0.57	0.29
Control Delay	53.6	35.7	7.2	60.2	59.9	0.1	24.9	0.1	3.7	40.3	13.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	35.7	7.2	60.2	59.9	0.1	24.9	0.1	3.7	40.3	13.4	0.3
LOS	D	D	A	E	E	A	C	A	A	D	B	A
Approach Delay		41.3					20.2					14.6
Approach LOS		D					C					B
Intersection Summary												
Area Type:	Other											
Cycle Length:	110											
Actuated Cycle Length:	110											
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green											
Natural Cycle:	65											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.82											
Intersection Signal Delay:	25.3						Intersection LOS: C					
Intersection Capacity Utilization:	62.7%						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 + Project Conditions - PM Peak Hour

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

 Intersection #12 Sierra College Boulevard/Dominguez Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	3	0	0	0	2	0	0

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: 0 504 84 150 436 0 0 0 0 155 0 107
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1309 84 150 1127 0 0 0 0 155 0 107
 User Adj: 1.00 1.00 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 1378 88 158 1186 0 0 0 0 163 0 113
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1378 88 158 1186 0 0 0 0 163 0 113
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 1378 88 158 1186 0 0 0 0 179 0 124

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

Capacity Analysis Module:
 Vol/Sat: 0.00 0.34 0.34 0.11 0.28 0.00 0.00 0.00 0.00 0.06 0.00 0.04
 Crit Vol: 489 158 0 90
 Crit Moves: ****

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

 Intersection #13 Sierra College Boulevard/Rocklin Road
 Cycle (sec): 100 Critical Vol./Cap.(X): 1.234
 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	1	0	2	1	0	1

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: 117 261 4 127 258 194 193 6 84 3 7 122
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 415 865 56 194 763 272 364 241 488 33 146 152
 User Adj: 1.00 1.00 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: 441 920 60 206 812 289 387 256 519 35 155 162
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 441 920 60 206 812 289 387 256 519 35 155 162
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 441 920 60 206 812 289 387 256 519 35 155 162

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 1.88 0.12 1.00 1.47 0.53 1.00 2.00 1.00 1.00 0.49 0.51
 Final Sat.: 1375 2583 167 1375 2027 723 1375 2750 1375 1375 674 701

Capacity Analysis Module:
 Vol/Sat: 0.32 0.36 0.36 0.15 0.40 0.40 0.28 0.09 0.38 0.03 0.23 0.23
 Crit Vol: 441 551 387 317
 Crit Moves: ****

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module table with 12 columns representing traffic flows and 10 rows of metrics like Base Vol, Growth Adj, Initial Bse, etc.

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

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 25 Level Of Service: C

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

Volume Module table with 12 columns representing traffic flows and 10 rows of metrics like Base Vol, Growth Adj, Initial Bse, etc.

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

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

Additional performance metrics table with 12 columns and 7 rows of metrics like Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: C[19.8]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 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	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	1.00
Initial Bse:	0 273 61	157 242 0	0 0 0	0 114 0	398
Added Vol:	0 14 0	5 15 0	0 0 0	9 0 0	0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Initial Fut:	0 287 61	162 257 0	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 1.00	1.00
PHF Adj:	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94	0.94
PHF Volume:	0 306 65	173 274 0	0 0 0	0 131 0	424
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Final Vol.:	0 306 65	173 274 0	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	371 xxxx xxxxx	xxxx xxxx xxxxx	925 xxxx	306
Potent Cap.:	xxxx xxxx xxxxx	1199 xxxx xxxxx	xxxx xxxx xxxxx	301 xxxx	739
Move Cap.:	xxxx xxxx xxxxx	1199 xxxx xxxxx	xxxx xxxx xxxxx	264 xxxx	739
Volume/Cap:	xxxx xxxx xxxxx	0.14 xxxx xxxxx	xxxx xxxx xxxxx	0.50 xxxx	0.57

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	0.5 xxxx xxxxx	xxxx xxxx xxxxx	2.6 xxxx	3.7
Control Del:	xxxxx xxxx xxxxx	8.5 xxxx xxxxx	xxxxx xxxx xxxxx	31.3 xxxx	16.2
LOS by Move:	* * *	A * *	* * *	D * *	C
Movement:	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	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	0.5 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	0.3 xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	8.5 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	8.1 xxxx xxxxx
Shared LOS:	* * *	A * *	* * *	* * *	A * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	19.8	
ApproachLOS:	*	*	*	C	*

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: C[17.8]

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

Volume Module:

Base Vol:	143 0 72	0 0 0	0 64 150	114 57 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
Initial Bse:	143 0 72	0 0 0	0 64 150	114 57 0	0
Added Vol:	19 0 1	0 0 0	0 22 20	1 29 0	0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Initial Fut:	162 0 73	0 0 0	0 86 170	115 86 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
PHF Adj:	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90
PHF Volume:	180 0 81	0 0 0	0 96 189	128 96 0	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Final Vol.:	180 0 81	0 0 0	0 96 189	128 96 0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	542 xxxxx	190 xxxx xxxx xxxxx	xxxx xxxx xxxxx	285 xxxxx	xxxxxx
Potent Cap.:	505 xxxxx	856 xxxx xxxx xxxxx	xxxx xxxx xxxxx	1289 xxxxx	xxxxxx
Move Cap.:	463 xxxxx	856 xxxx xxxx xxxxx	xxxx xxxx xxxxx	1289 xxxxx	xxxxxx
Volume/Cap:	0.39 xxxxx	0.09 xxxx xxxx xxxxx	xxxx xxxx xxxxx	0.10 xxxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	0.3 xxxxx	xxxxxx
Control Del:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	8.1 xxxxx	xxxxxx
LOS by Move:	* * *	* * *	* * *	A * *	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
SharedCap.:	xxxxx 540 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx 2.6 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	0.3 xxxxx	xxxxxx
Shrd ConDel:	xxxxx 17.8 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	8.1 xxxxx	xxxxxx
Shared LOS:	* C	* * *	* * *	A * *	*
ApproachDel:	17.8	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	C	*	*	*	*

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: B[13.4]

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

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

Volume Module:
Base Vol: 153 68 0 0 43 55 61 0 242 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 153 68 0 0 43 55 61 0 242 0 0 0
Added Vol: 125 3 0 0 3 7 8 0 130 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 278 71 0 0 46 62 69 0 372 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: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 322 82 0 0 53 72 80 0 431 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 322 82 0 0 53 72 80 0 431 0 0 0

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

Capacity Module:
Cnflct Vol: 125 xxx xxxxxx xxx xxx xxxxxx 815 xxx 89 xxx xxx xxxxxx
Potent Cap.: 1474 xxx xxxxxx xxx xxx xxxxxx 350 xxx 974 xxx xxx xxxxxx
Move Cap.: 1474 xxx xxxxxx xxx xxx xxxxxx 278 xxx 974 xxx xxx xxxxxx
Volume/Cap: 0.22 xxx xxx xxx xxx xxxxxx 0.29 xxx 0.44 xxx xxx xxxxxx

Level Of Service Module:
2Way95thQ: 0.8 xxx xxxxxx xxx xxx xxxxxx 1.2 xxx 2.3 xxx xxx xxxxxx
Control Del: 8.1 xxx xxxxxx xxxxxx xxx xxxxxx 23.1 xxx 11.6 xxxxxx xxx xxxxxx
LOS by Move: A * * * * * C * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
SharedQueue: 0.8 xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Shrd ConDel: 8.1 xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Shared LOS: A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.4 xxxxxx
ApproachLOS: * * B * * * * * * * * * * * * * * * *

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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

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

Volume Module:
Base Vol: 2 487 39 63 298 3 21 14 4 15 4 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 487 39 63 298 3 21 14 4 15 4 88
Added Vol: 0 287 0 15 248 0 0 0 0 0 0 25
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 774 39 78 546 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
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: 2 808 41 81 570 3 22 15 4 16 4 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 808 41 81 570 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
MLF 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.: 2 808 41 81 570 3 22 15 4 16 4 118

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 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 1357 68 1425 1417 8 767 512 146 162 43 1220

Capacity Analysis Module:
Vol/Sat: 0.00 0.60 0.60 0.06 0.40 0.40 0.03 0.03 0.03 0.10 0.10 0.10
Crit Vol: 849 81 22 138
Crit Moves: **** * * * * * * * * * * * * * * * *

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[17.5]

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

Volume Module:

Base Vol:	0	559	4	47	314	0	0	0	0	3	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	559	4	47	314	0	0	0	0	3	0	57
Added Vol:	0	218	0	0	218	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	777	4	47	532	0	0	0	0	3	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	812	4	49	556	0	0	0	0	3	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	812	4	49	556	0	0	0	0	3	0	60

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	816	xxxx	xxxxx	xxxx	xxxx	xxxxx	1468	xxxx	814
Potent Cap.:	xxxx	xxxx	xxxxx	820	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	xxxx	381
Move Cap.:	xxxx	xxxx	xxxxx	820	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	381
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.16

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		17.5	
ApproachLOS:	*		*		*		*		*		C	

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

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

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

Volume Module:

Base Vol:	362	282	114	28	239	0	67	91	317	95	83	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	282	114	28	239	0	67	91	317	95	83	32
Added Vol:	6	125	0	0	117	19	11	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	407	114	28	356	19	78	91	321	95	83	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	409	452	127	31	396	21	87	101	357	106	92	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	452	127	31	396	21	87	101	357	106	92	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	409	452	127	31	396	21	87	101	357	106	92	36

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1375	1375	1375	1375	2611	139	1375	1375	1375	1375	992	383

Capacity Analysis Module:

Vol/Sat:	0.30	0.33	0.09	0.02	0.15	0.15	0.06	0.07	0.26	0.08	0.09	0.09
Crit Vol:	409				208		357		106			
Crit Moves:	****				****		****		****			

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	0	341	0	0	0	183	0	0	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	1.00	1.00	1.00	1.00
Initial Bse:	0	341	0	0	0	183	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	134	65	0	0	142	0	0	0	0	0	0	77	0	0	0
PasserByVol:	0	0	7	0	0	0	0	0	0	0	0	0	9	0	0	0
Initial Fut:	0	475	72	0	0	325	0	0	0	0	0	0	86	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	475	72	0	0	325	0	0	0	0	0	0	86	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	72	0	0	325	0	0	0	0	0	0	86	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00
Final Vol.:	0	475	72	0	0	325	0	0	0	0	0	0	95	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Vol:	238	0	0	0	0	0	0	0	47	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	15	276	397	110	304	16	22	56	22	304	48	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	276	397	110	304	16	22	56	22	304	48	114
Added Vol:	0	24	176	19	23	0	0	0	0	161	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	300	573	129	327	16	22	56	22	465	48	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	304	581	131	332	16	22	57	22	472	49	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	304	581	131	332	16	22	57	22	472	49	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	304	581	131	332	16	22	57	22	519	49	137

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.44	0.56	1.83	0.17	1.00
Final Sat.:	1375	2750	1375	1375	2622	128	1375	1974	776	2514	236	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.42	0.10	0.13	0.13	0.02	0.03	0.03	0.21	0.21	0.10
Crit Vol:	581	131					40		284			
Crit Moves:	****	****					****		****			

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

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

Volume Module:

Base Vol:	32	16	29	448	22	129	212	378	11	35	380	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	29	448	22	129	212	378	11	35	380	295
Added Vol:	0	0	0	75	0	90	97	184	0	0	177	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	29	523	22	219	309	562	11	35	557	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	34	17	31	554	23	232	327	595	12	37	590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	554	23	232	327	595	12	37	590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	17	31	609	23	232	327	595	12	37	590	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.93	0.07	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	489	886	2649	101	1375	1375	2697	53	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.23	0.23	0.17	0.24	0.22	0.22	0.03	0.21	0.00
Crit Vol:	48			316		327			295			
Crit Moves:	****			****		****	****		****			

Rocklin Commons
Existing + Approved + Project 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): 0.711
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 43 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 + Project 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): 0.608
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 34 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 + Project Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	5	9	7	5	10	20	13	286	8	15	245	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	9	7	5	10	20	13	286	8	15	245	5
Added Vol:	19	18	0	21	20	17	18	29	21	0	29	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	27	7	26	30	37	31	315	29	15	274	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	26	29	8	28	33	40	34	343	32	16	298	28
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	29	8	28	33	40	34	343	32	16	298	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	29	8	28	33	40	34	343	32	16	298	28

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.47	0.53	1.00	0.46	0.54	1.00	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	671	754	1425	662	763	1425	1425	1305	120	1425	1425	1425

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.04	0.01	0.04	0.04	0.03	0.02	0.26	0.26	0.01	0.21	0.02
Crit Vol:	26			61			375		16			
Crit Moves:	****			****			****		****			

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[15.2]

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	8	164	0	0	0	243	10	9	0	19	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	164	0	0	0	243	10	9	0	19	0	0
Added Vol:	0	189	0	0	0	188	37	40	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	353	0	0	0	431	47	49	0	19	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	9	390	0	0	0	476	52	54	0	21	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	390	0	0	0	476	52	54	0	21	0	0

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	528	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	714	xxxx	264	xxxx	xxxx
Potent Cap.:	1050	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	370	xxxx	741	xxxx	xxxx
Move Cap.:	1050	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	368	xxxx	741	xxxx	xxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.03	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	8.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
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	
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	428	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	15.2	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				15.2		xxxxxx		
ApproachLOS:	*			*				C		*		

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

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: D

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

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

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: 34 286 186 0 295 15 15 7 35 201 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 62 610 255 29 562 75 40 227 63 284 210 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
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: 66 650 272 31 599 80 43 242 67 302 224 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 650 272 31 599 80 43 242 67 302 224 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
MLF 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.: 66 650 272 31 599 80 43 242 67 302 224 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

Capacity Analysis Module:
Vol/Sat: 0.05 0.47 0.20 0.02 0.44 0.06 0.03 0.18 0.05 0.22 0.16 0.02
Crit Vol: 650 31 242 302
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

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

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

Volume Module:
Base Vol: 0 383 11 31 374 0 0 0 14 43 0 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 383 11 31 374 0 0 0 14 43 0 35
Added Vol: 0 500 148 6 526 0 0 0 0 171 0 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 883 159 37 900 0 0 0 14 214 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
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: 0 912 164 38 930 0 0 0 14 221 0 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 912 164 38 930 0 0 0 14 221 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
MLF 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.: 0 912 164 38 930 0 0 0 14 221 0 42

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 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 0.64 0.12 0.03 0.65 0.00 0.00 0.00 0.01 0.16 0.00 0.03
Crit Vol: 912 38 14 221
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.218
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	2	1	0

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:	69	516	204	52	629	17	85	101	68	188	93	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	814	298	108	907	115	192	120	146	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:	232	880	322	117	981	124	208	130	158	332	120	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	880	322	117	981	124	208	130	158	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.:	232	880	322	117	981	124	208	130	174	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:	0.17	0.64	0.23	0.08	0.71	0.09	0.15	0.09	0.06	0.24	0.09	0.06
Crit Vol:	232			981			130			332		
Crit Moves:	****			****			****			****		

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

Existing Plus Approved Plus Project Sat
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Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↘	↙	←	↖	↗	↘	↙	↖	↗	↘
Volume (vph)	279	465	116	272	67	51	572	1001	505	843	130	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0				175	225		300		125	
Storage Lanes	1	1				1	1		1		1	
Taper Length (ft)	25	25				25	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.990	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1752	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1752	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3	46			505			384
Link Speed (mph)					45			50		50		
Link Distance (ft)					325			1678		521		
Travel Time (s)					4.9			22.9		7.1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	279	465	116	272	67	51	572	1001	505	843	130	384
Shared Lane Traffic (%)								10%				
Lane Group Flow (vph)	279	581	0	272	72	46	572	1001	505	843	130	384
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24			24		24		
Link Offset(ft)					0			0		0		
Crosswalk Width(ft)					16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Free	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases									Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	45.0	0.0	42.0	20.0	20.0	45.0	78.0	0.0	33.0	33.0	33.0
Total Split (%)	18.3%	37.5%	0.0%	35.0%	16.7%	16.7%	37.5%	65.0%	0.0%	27.5%	27.5%	27.5%

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

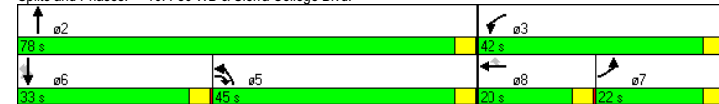
Existing Plus Approved Plus Project Sat
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Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	18.0	41.0		38.0	16.0	16.0	41.0	74.0		29.0	29.0	29.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lead	Lead	Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	C-Max			C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	23.8	41.0		35.9	10.1	10.1	41.0	76.1	120.0	31.1	31.1	31.1
Actuated g/C Ratio	0.20	0.34		0.30	0.08	0.08	0.34	0.63	1.00	0.26	0.26	0.26
v/c Ratio	0.79	1.06		0.26	0.48	0.27	0.95	0.31	0.32	0.92	0.32	0.55
Control Delay	63.8	93.3		32.2	60.0	18.2	48.4	5.9	0.2	41.5	30.4	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	63.8	93.3		32.2	60.0	18.2	48.4	5.9	0.2	41.5	30.4	5.1
LOS	E	F		C	E	B	D	A	A	D	C	A
Approach Delay								35.7		16.2		30.1
Approach LOS								D		B		C

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	114 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	34.3
Intersection Capacity Utilization:	87.1%
Intersection LOS:	C
ICU Level of Service:	E
Analysis Period (min):	15

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



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

Existing Plus Approved Plus Project Sat
12/31/2008

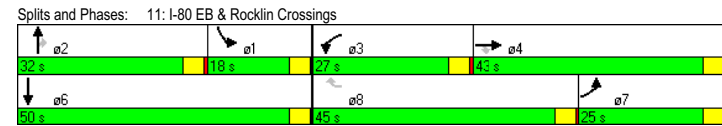
Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔↔	↔↔	↔↔	↔↔	↔↔	↔↔
Volume (vph)	578	432	263	201	518	162	1035	24	268	384	829	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
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)			138			103			268			382
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)	578	432	263	201	518	162	1035	24	268	384	829	382
Shared Lane Traffic (%)												
Lane Group Flow (vph)	578	432	263	201	518	162	1035	24	268	384	829	382
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	Prot	custom	Free		Free	Perm	Prot		Free
Protected Phases	7	4!		3!			2			1!		6
Permitted Phases					8!	Free		Free!	2			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)	25.0	43.0	43.0	27.0	45.0	0.0	32.0	0.0	32.0	18.0	50.0	0.0
Total Split (%)	20.8%	35.8%	35.8%	22.5%	37.5%	0.0%	26.7%	0.0%	26.7%	15.0%	41.7%	0.0%

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

Existing Plus Approved Plus Project Sat
12/31/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	21.0	39.0	39.0	23.0	41.0		28.0			28.0	14.0	46.0
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	
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)	21.3	43.4	43.4	18.3	40.4	120.0	28.3	120.0	28.3	14.0	46.3	120.0
Actuated g/C Ratio	0.18	0.36	0.36	0.15	0.34	1.00	0.24	1.00	0.24	0.12	0.39	1.00
v/c Ratio	0.95	0.34	0.40	0.74	0.97	0.10	0.86	0.02	0.46	0.96	0.61	0.24
Control Delay	75.3	29.5	15.8	65.0	72.2	0.1	44.2	0.0	5.6	65.3	21.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	29.5	15.8	65.0	72.2	0.1	44.2	0.0	5.6	65.3	21.7	0.2
LOS	E	C	B	E	E	A	D	A	A	E	C	A
Approach Delay		47.5					35.6					27.1
Approach LOS		D					D					C

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	39.7
Intersection LOS:	D
Intersection Capacity Utilization:	78.6%
ICU Level of Service:	D
Analysis Period (min):	15
! Phase conflict between lane groups.	



Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 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: 0 658 96 158 524 0 0 0 0 175 0 131
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1099 96 158 1123 0 0 0 0 175 0 131
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 1157 101 166 1182 0 0 0 0 184 0 138
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1157 101 166 1182 0 0 0 0 184 0 138
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 1157 101 166 1182 0 0 0 0 203 0 152

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.76 0.24 1.00 3.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 3932 343 1425 4275 0 0 0 0 2850 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.29 0.29 0.12 0.28 0.00 0.00 0.00 0.00 0.07 0.00 0.05
Crit Vol: 419 166 0 101
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Control: 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: 94 334 4 151 311 222 240 5 97 4 5 163
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 297 710 38 190 639 290 324 157 285 48 172 188
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 321 767 41 205 690 313 350 170 308 52 186 203
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 767 41 205 690 313 350 170 308 52 186 203
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 1.00 1.00 1.00
Final Vol.: 321 767 41 205 690 313 350 170 308 52 186 203

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 1.90 0.10 1.00 1.38 0.62 1.00 2.00 1.00 1.00 0.48 0.52
Final Sat.: 1375 2610 140 1375 1892 858 1375 2750 1375 1375 657 718

Capacity Analysis Module:
Vol/Sat: 0.23 0.29 0.29 0.15 0.36 0.36 0.25 0.06 0.22 0.04 0.28 0.28
Crit Vol: 321 502 350 389
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 79 Level Of Service: C

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

Volume Module:

Base Vol:	14	333	99	300	312	6	6	16	8	102	12	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	333	99	300	312	6	6	16	8	102	12	273
Added Vol:	0	148	12	5	160	0	0	0	0	13	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	481	111	305	472	6	6	16	8	115	12	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	14	491	113	312	482	6	6	16	8	117	12	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	491	113	312	482	6	6	16	8	117	12	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	491	113	312	482	6	6	16	8	117	12	284

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	0.81	0.19	1.00	0.99	0.01	0.20	0.53	0.27	0.91	0.09	1.00
Final Sat.:	1375	1117	258	1375	1358	17	275	733	367	1245	130	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.44	0.44	0.23	0.36	0.36	0.02	0.02	0.02	0.09	0.09	0.21
Crit Vol:	605	312		31						130		
Crit Moves:	****	****		****			****			****		

Rocklin Commons
Existing + Approved + Project 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): 0.296
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
 Optimal Cycle: 24 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:

Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
Added Vol:	11	10	0	0	16	1	8	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	298	80	40	188	203	56	43	48	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	119	311	83	42	196	0	58	45	50	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	311	83	42	196	0	58	45	50	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	119	311	83	42	196	0	58	45	50	130	60	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	1.00	0.80	0.80	0.85	0.66	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	0.57	0.43	1.00	1.00	0.49	0.51
Final Sat.:	1805	2755	740	1805	1900	1900	860	660	1615	1258	863	893

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.11	0.02	0.10	0.00	0.07	0.07	0.03	0.10	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.47	0.47	0.10	0.35	0.00	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.30	0.24	0.24	0.24	0.30	0.00	0.19	0.19	0.09	0.30	0.20	0.20
Delay/Veh:	32.8	15.7	15.7	42.4	23.9	0.0	22.9	22.9	21.9	24.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	15.7	15.7	42.4	23.9	0.0	22.9	22.9	21.9	24.0	22.9	22.9
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	3	4	4	1	4	0	2	2	1	3	3	3

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

Rocklin Commons
Existing + Approved + Project Saturday

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

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

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.8]

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

Volume Module:

Base Vol:	0	257	45	88	256	0	0	0	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
Initial Bse:	0	257	45	88	256	0	0	0	46	0	206
Added Vol:	0	21	0	7	19	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	278	45	95	275	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
PHF Adj:	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	285	46	97	282	0	0	0	57	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	285	46	97	282	0	0	0	57	0	211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	331	xxxx	xxxxx	xxxx	xxxx	xxxxx	761	xxxx	285
Potent Cap.:	xxxx	xxxx	xxxxx	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx	376	xxxx	759
Move Cap.:	xxxx	xxxx	xxxxx	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx	352	xxxx	759
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.28

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.2	xxxx	11.6
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
Shared Cap.:	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	8.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		12.8		xxxxxx	
ApproachLOS:	*		*		*		*		B		*	

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

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[10.5]

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

Volume Module:

Base Vol:	22	0	90	0	0	0	0	52	21	60	56	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	90	0	0	0	0	52	21	60	56	0
Added Vol:	27	0	1	0	0	0	0	27	25	1	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	91	0	0	0	0	79	46	61	96	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:	53	0	99	0	0	0	0	86	50	66	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	53	0	99	0	0	0	0	86	50	66	105	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	349	xxxx	111	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	xxxxx
Potent Cap.:	653	xxxx	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1460	xxxx	xxxxx
Move Cap.:	629	xxxx	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1460	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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
Shared Cap.:	xxxx	805	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.5	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.5		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B		*		*		*		*		*	

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

Rocklin Commons
Existing + Approved + Project Saturday

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

```

*****
Intersection #18 Barton Road/Rocklin Road
*****
Average Delay (sec/veh):      8.4      Worst Case Level Of Service: B[ 12.7]
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Uncontrolled    Uncontrolled    Stop Sign      Stop Sign
Rights:     Include          Include          Include          Include
Lanes:      0 1 0 0 0      0 0 0 1 0      1 0 0 0 1      0 0 0 0 0
-----
Volume Module:
Base Vol:   85 48 0      0 38 96      75 0 173      0 0 0 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:  163 4 0      0 4 9 8      8 0 151      0 0 0 0
PasserByVol: 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut: 248 52 0      0 42 105 83 0 324 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
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: 270 57 0      0 46 114 90 0 352 0 0 0 0
Reduct Vol: 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Final Vol.: 270 57 0      0 46 114 90 0 352 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
-----
Capacity Module:
Cnflct Vol: 160 xxxxx xxxxx xxxxx xxxxx xxxxx 698 xxxxx 103 xxxxx xxxxx xxxxx
Potent Cap.: 1432 xxxxx xxxxx xxxxx xxxxx xxxxx 409 xxxxx 958 xxxxx xxxxx xxxxx
Move Cap.:  1432 xxxxx xxxxx xxxxx xxxxx xxxxx 340 xxxxx 958 xxxxx xxxxx xxxxx
Volume/Cap: 0.19 xxxxx xxxxx xxxxx xxxxx xxxxx 0.27 xxxxx 0.37 xxxxx xxxxx xxxxx
-----
Level Of Service Module:
2Way95thQ: 0.7 xxxxx xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx 1.7 xxxxx xxxxx xxxxx
Control Del: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx 19.4 xxxxx 10.9 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 xxxxx
SharedQueue: 0.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:  A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx          xxxxxx          12.7          xxxxxx
ApproachLOS:  * * * * *          * * * * *          B          * * * * *
*****
Note: Queue reported is the number of cars per lane.

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Rocklin Commons
Existing + Approved + Project Saturday

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

```

*****
Intersection #19 Sierra College Boulevard/King Road
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle:   45      Level Of Service:          A
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Protected      Protected      Permitted      Permitted
Rights:     Include          Include          Include          Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:   6 267 19      50 289 2      2 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 2 14 8      38 10 47
Added Vol:  0 301 0      0 17 311 0 0 0 0 0 0 0 0 20
PasserByVol: 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut: 6 568 19      67 600 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: 7 619 21      73 654 2      2 15 9      41 11 73
Reduct Vol: 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol: 7 619 21      73 654 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.: 7 619 21      73 654 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 0.97 0.03 1.00 0.99 0.01 0.08 0.59 0.33 0.33 0.09 0.58
Final Sat.: 1425 1379 46 1425 1420 5 119 831 475 471 124 830
-----
Capacity Analysis Module:
Vol/Sat:    0.00 0.45 0.45 0.05 0.46 0.46 0.02 0.02 0.02 0.09 0.09 0.09
Crit Vol:   640      73      2
Crit Moves: ****      ****      ****
*****

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Rocklin Commons
Existing + Approved + Project Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #20 Sierra College Boulevard/English Colony Way
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.6]
Approach: North Bound South Bound East Bound West Bound
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

Rocklin Commons
Existing + Approved + Project Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #21 Taylor Road/King Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
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 0 0 0 0 0 0 0 0

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	0	204	0	0	0	262	0	0	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	1.00	1.00	1.00	1.00
Initial Bse:	0	204	0	0	0	262	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	178	96	0	0	171	0	0	0	0	0	0	97	0	0	0
PasserByVol:	0	0	9	0	0	0	0	0	0	0	0	0	10	0	0	0
Initial Fut:	0	382	105	0	0	433	0	0	0	0	0	0	107	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	382	105	0	0	433	0	0	0	0	0	0	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	382	105	0	0	433	0	0	0	0	0	0	107	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	382	105	0	0	433	0	0	0	0	0	0	118	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.07	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00
Crit Vol:	0				216			0		59			59			
Crit Moves:	****				****					****			****			

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Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour
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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):      0.540
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          Ignore          Include          Ignore
Min. Green: 0 0 0 0      0 0 0 0      0 0 1 0      0 0 0 0
Lanes:      1 0 0 1 0      1 1 0 0 1      1 0 1 1 0      1 0 2 0 1
-----
Volume Module:
Base Vol:    17 12 11 304 7 104 128 713 12 6 528 567
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 12 11 304 7 104 128 713 12 6 528 567
Added Vol:   0 0 0 0 33 0 18 30 113 0 0 88 35
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 12 11 337 7 122 158 826 12 6 616 602
User Adj:    1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     0.91 0.91 0.91 0.91 0.91 0.00 0.91 0.91 0.91 0.91 0.91 0.00
PHF Volume:  19 13 12 369 8 0 173 905 13 7 675 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 13 12 369 8 0 173 905 13 7 675 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.:  19 13 12 406 8 0 173 905 13 7 675 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 2711 39 1375 2750 1375
-----
Capacity Analysis Module:
Vol/Sat:     0.01 0.02 0.02 0.15 0.15 0.00 0.13 0.33 0.33 0.00 0.25 0.00
Crit Vol:    25      207      173      337
Crit Moves:  ****      ****      ****      ****
*****

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Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour
-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #2 Rocklin Road/Granite Road
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.894
Loss Time (sec):  8 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    162      Level Of Service:      D
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Split Phase      Split Phase      Protected      Protected
Rights:     Include          Ignore          Include          Ignore
Min. Green: 0 0 0 0      0 0 0 0      0 0 1 0      0 0 0 0
Lanes:      1 0 0 1 0      1 1 0 0 1      1 0 1 1 0      1 0 2 0 1
-----
Volume Module:
Base Vol:    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 0 77 0 80 72 196 0 0 212 62
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 14 35 566 16 437 305 872 23 40 957 648
User Adj:    1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     0.94 0.94 0.94 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.00
PHF Volume:  25 15 37 604 17 0 326 931 25 43 1021 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 37 604 17 0 326 931 25 43 1021 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.:  25 15 37 664 17 0 326 931 25 43 1021 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 2681 69 1375 1375 2679 71 1375 2750 1375
-----
Capacity Analysis Module:
Vol/Sat:     0.02 0.04 0.04 0.25 0.25 0.00 0.24 0.35 0.35 0.03 0.37 0.00
Crit Vol:    52      341      326      511
Crit Moves:  ****      ****      ****      ****
*****

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Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

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

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

Volume Module:
Base Vol: 32 16 29 448 22 129 212 378 11 35 380 295
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 32 16 29 448 22 129 212 378 11 35 380 295
Added Vol: 0 0 0 75 0 90 97 184 0 0 177 60
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 32 16 29 523 22 219 309 562 11 35 557 355
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.00
PHF Volume: 34 17 31 554 23 0 327 595 12 37 590 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 17 31 554 23 0 327 595 12 37 590 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 34 17 31 609 23 0 327 595 12 37 590 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 1.93 0.07 1.00 1.00 1.96 0.04 1.00 2.00 1.00
Final Sat.: 1375 489 886 2649 101 1375 1375 2697 53 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.03 0.23 0.23 0.00 0.24 0.22 0.22 0.03 0.21 0.00
Crit Vol: 48 316 327 295
Crit Moves: ****

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 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	1	0	1	2	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: 6 75 34 1 131 9 11 5 10 47 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 318 176 24 557 176 76 176 77 219 234 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: 175 349 193 26 612 193 84 193 85 241 257 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 175 349 193 26 612 193 84 193 85 241 257 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 1.10 1.00 1.00
Final Vol.: 175 349 193 26 612 193 84 193 85 265 257 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 2.00 0.88 0.12
Final Sat.: 1375 1375 1375 1375 1375 1375 1375 1375 1375 2750 1214 161

Capacity Analysis Module:
Vol/Sat: 0.13 0.25 0.14 0.02 0.45 0.14 0.06 0.14 0.06 0.10 0.21 0.21
Crit Vol: 175 612 84 291
Crit Moves: ****

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.084
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 1 0 1 0 1 2 0 0 1 0

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: 26 271 155 0 231 16 15 5 25 145 7 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 146 822 408 26 572 125 167 310 122 352 273 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: 161 906 450 29 631 138 184 342 135 388 301 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 906 450 29 631 138 184 342 135 388 301 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 1.10 1.00 1.00
Final Vol.: 161 906 450 29 631 138 184 342 135 427 301 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 2.00 0.88 0.12
Final Sat.: 1375 1375 1375 1375 1375 1375 1375 1375 1375 2750 1211 164

Capacity Analysis Module:

Vol/Sat: 0.12 0.66 0.33 0.02 0.46 0.10 0.13 0.25 0.10 0.16 0.25 0.25
Crit Vol: 906 29 342 213
Crit Moves: ****

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

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

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

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

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: 34 286 186 0 295 15 15 7 35 201 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 62 610 255 29 562 75 40 227 63 284 210 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: 66 650 272 31 599 80 43 242 67 302 224 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 650 272 31 599 80 43 242 67 302 224 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 1.10 1.00 1.00
Final Vol.: 66 650 272 31 599 80 43 242 67 333 224 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 2.00 0.90 0.10
Final Sat.: 1375 1375 1375 1375 1375 1375 1375 1375 1375 2750 1234 141

Capacity Analysis Module:

Vol/Sat: 0.05 0.47 0.20 0.02 0.44 0.06 0.03 0.18 0.05 0.12 0.18 0.18
Crit Vol: 650 31 242 166
Crit Moves: ****

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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 1 0	1 0 1 1 0	0 0 0 0 1	1 0 0 0 1

Volume Module:

Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
Added Vol:	0	113	24	5	184	0	0	0	0	40	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	493	60	73	738	0	0	0	58	107	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	527	64	78	788	0	0	0	62	114	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	527	64	78	788	0	0	0	62	114	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	527	64	78	788	0	0	0	62	114	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	1.78	0.22	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2541	309	1425	2850	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.21	0.05	0.28	0.00	0.00	0.00	0.04	0.08	0.00	0.06
Crit Vol:		295		394					62	114		
Crit Moves:				****					****	****		

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

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

Volume Module:

Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
Added Vol:	0	447	122	4	397	0	0	0	0	120	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1014	221	88	911	0	0	0	87	195	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	1074	234	93	965	0	0	0	92	207	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1074	234	93	965	0	0	0	92	207	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	1074	234	93	965	0	0	0	92	207	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	1.64	0.36	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2340	510	1425	2850	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.46	0.46	0.07	0.34	0.00	0.00	0.00	0.06	0.14	0.00	0.07
Crit Vol:		654	93						92	207		
Crit Moves:		****	****						****	****		

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

Volume Module:

Base Vol:	0	383	11	31	374	0	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	1.00
Initial Bse:	0	383	11	31	374	0	0	0	0	14	43	0	35
Added Vol:	0	500	148	6	526	0	0	0	0	0	171	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	883	159	37	900	0	0	0	0	14	214	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	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	912	164	38	930	0	0	0	0	14	221	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	164	38	930	0	0	0	0	14	221	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	912	164	38	930	0	0	0	0	14	221	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	1.69	0.31	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2415	435	1425	2850	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.38	0.03	0.33	0.00	0.00	0.00	0.01	0.16	0.00	0.03
Crit Vol:		538	38						14	221		
Crit Moves:		****	****						****	****		

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

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

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:	24	114	50	13	203	8	15	25	18	31	16	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	482	124	116	679	71	76	50	52	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:	194	531	137	128	749	78	84	55	57	173	51	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	531	137	128	749	78	84	55	57	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	1.00	1.10	1.00	1.00	1.00
Final Vol.:	194	531	137	128	749	78	84	55	63	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	2.00	1.00	1.00	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2490	260	1375	1375	2750	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.14	0.19	0.10	0.09	0.30	0.30	0.06	0.04	0.02	0.13	0.04	0.04
Crit Vol:		194				413		55		173		
Crit Moves:		****				****		****		****		

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
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 2 0 1 1 0 1 0 1 0 2 1 0 1 0 1

Volume Module:

Base Vol: 96 526 72 70 504 67 131 32 178 112 20 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 96 526 72 70 504 67 131 32 178 112 20 35
Added Vol: 56 458 142 36 467 15 71 70 53 154 76 39
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 152 984 214 106 971 82 202 102 231 266 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: 166 1077 234 116 1062 90 221 112 253 291 105 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 166 1077 234 116 1062 90 221 112 253 291 105 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 1.10 1.00 1.00 1.00
Final Vol.: 166 1077 234 116 1062 90 221 112 278 291 105 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 2.00 1.00 1.00 1.84 0.16 1.00 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2536 214 1375 1375 2750 1375 1375 1375

Capacity Analysis Module:

Vol/Sat: 0.12 0.39 0.17 0.08 0.42 0.42 0.16 0.08 0.10 0.21 0.08 0.06
Crit Vol: 166 576 139 291
Crit Moves: **** **** **** ****

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

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

Volume Module:

Base Vol: 146 298 94 56 278 98 107 19 78 119 18 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 146 298 94 56 278 98 107 19 78 119 18 25
Added Vol: 69 516 204 52 629 17 85 101 68 188 93 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 215 814 298 108 907 115 192 120 146 307 111 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: 232 880 322 117 981 124 208 130 158 332 120 79
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 232 880 322 117 981 124 208 130 158 332 120 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 1.10 1.00 1.00 1.00
Final Vol.: 232 880 322 117 981 124 208 130 174 332 120 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 2.00 1.00 1.00 1.77 0.23 1.00 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2441 309 1375 1375 2750 1375 1375 1375

Capacity Analysis Module:

Vol/Sat: 0.17 0.32 0.23 0.08 0.40 0.40 0.15 0.09 0.06 0.24 0.09 0.06
Crit Vol: 232 552 130 332
Crit Moves: **** **** **** ****

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	0	2	0	1	0	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	83	1	33	87	67	66	4	72	3	3	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	546	59	83	519	114	135	118	314	70	176	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	438	568	61	86	540	119	140	123	326	73	183	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	568	61	86	540	119	140	123	326	73	183	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	481	568	61	86	540	119	140	123	326	73	183	110

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38
Final Sat.:	2750	2482	268	1375	2750	1375	1375	2750	1375	1375	858	517

Capacity Analysis Module:

Vol/Sat:	0.18	0.23	0.23	0.06	0.20	0.09	0.10	0.04	0.24	0.05	0.21	0.21
Crit Vol:	241			270			140			293		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	0	2	0	1	0	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	261	4	127	258	194	193	6	84	3	7	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	865	56	194	763	272	364	241	488	33	146	152
User Adj:	1.00	1.00	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	920	60	206	812	289	387	256	519	35	155	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	920	60	206	812	289	387	256	519	35	155	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	920	60	206	812	289	387	256	519	35	155	162

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.49	0.51
Final Sat.:	2750	2583	167	1375	2750	1375	1375	2750	1375	1375	674	701

Capacity Analysis Module:

Vol/Sat:	0.18	0.36	0.36	0.15	0.30	0.21	0.28	0.09	0.38	0.03	0.23	0.23
Crit Vol:	490			206			387			317		
Crit Moves:	****			****			****			****		

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 0 1 0 2 0 1 1 0 0 1 0 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: 94 334 4 151 311 222 240 5 97 4 5 163
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 297 710 38 190 639 290 324 157 285 48 172 188
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 321 767 41 205 690 313 350 170 308 52 186 203
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 321 767 41 205 690 313 350 170 308 52 186 203
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 353 767 41 205 690 313 350 170 308 52 186 203

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.90 0.10 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.48 0.52
Final Sat.: 2750 2610 140 1375 2750 1375 1375 2750 1375 1375 657 718

Capacity Analysis Module:
Vol/Sat: 0.13 0.29 0.29 0.15 0.25 0.23 0.25 0.06 0.22 0.04 0.28 0.28
Crit Vol: 404 205 350 389
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

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

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

Volume Module:
Base Vol: 6 269 66 457 359 6 14 67 22 45 14 406
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 269 66 457 359 6 14 67 22 45 14 406
Added Vol: 0 29 3 6 39 0 0 0 0 0 3 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 298 69 463 398 6 14 67 22 48 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: 7 339 79 527 453 7 16 76 25 55 16 465
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 339 79 527 453 7 16 76 25 55 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.: 7 339 79 527 453 7 16 76 25 55 16 465

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.14 0.65 0.21 0.77 0.23 1.00
Final Sat.: 1375 1375 1375 1375 1355 20 187 894 294 1065 310 1375

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.06 0.38 0.33 0.33 0.09 0.09 0.09 0.05 0.05 0.34
Crit Vol: 339 527 117 71
Crit Moves: **** **

Rocklin Commons
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
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	0	1	0	1	0

Volume Module:

Base Vol:	8	476	104	409	409	10	7	12	8	77	13	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	476	104	409	409	10	7	12	8	77	13	572
Added Vol:	0	124	9	4	117	0	0	0	0	9	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	600	113	413	526	10	7	12	8	86	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	630	119	434	553	11	7	13	8	90	14	608
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	630	119	434	553	11	7	13	8	90	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	630	119	434	553	11	7	13	8	90	14	608

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.26	0.44	0.30	0.87	0.13	1.00
Final Sat.:	1375	1375	1375	1375	1349	26	356	611	407	1194	181	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.46	0.09	0.32	0.41	0.41	0.02	0.02	0.02	0.08	0.08	0.44
Crit Vol:	630	0	0	0	0	0	28	0	0	608	0	608
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Rocklin Commons
Existing + Approved + Project Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

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

Volume Module:

Base Vol:	14	333	99	300	312	6	6	16	8	102	12	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	333	99	300	312	6	6	16	8	102	12	273
Added Vol:	0	148	12	5	160	0	0	0	0	13	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	481	111	305	472	6	6	16	8	115	12	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	14	491	113	312	482	6	6	16	8	117	12	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	491	113	312	482	6	6	16	8	117	12	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	491	113	312	482	6	6	16	8	117	12	284

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.20	0.53	0.27	0.91	0.09	1.00
Final Sat.:	1375	1375	1375	1375	1358	17	275	733	367	1245	130	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.36	0.08	0.23	0.36	0.36	0.02	0.02	0.02	0.09	0.09	0.21
Crit Vol:	491	312	31	31	0	0	130	0	0	130	0	130
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
