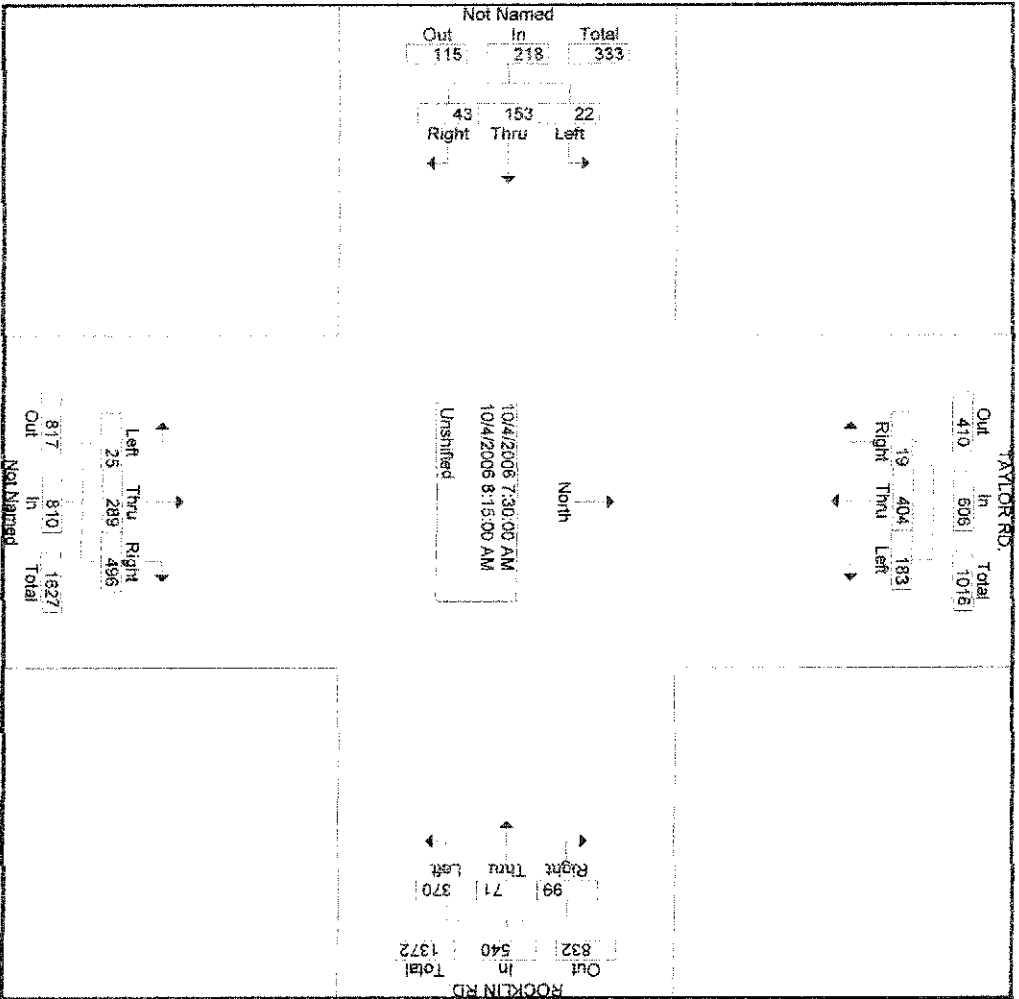


APPENDIX A
TRAFFIC IMPACT ANALYSIS

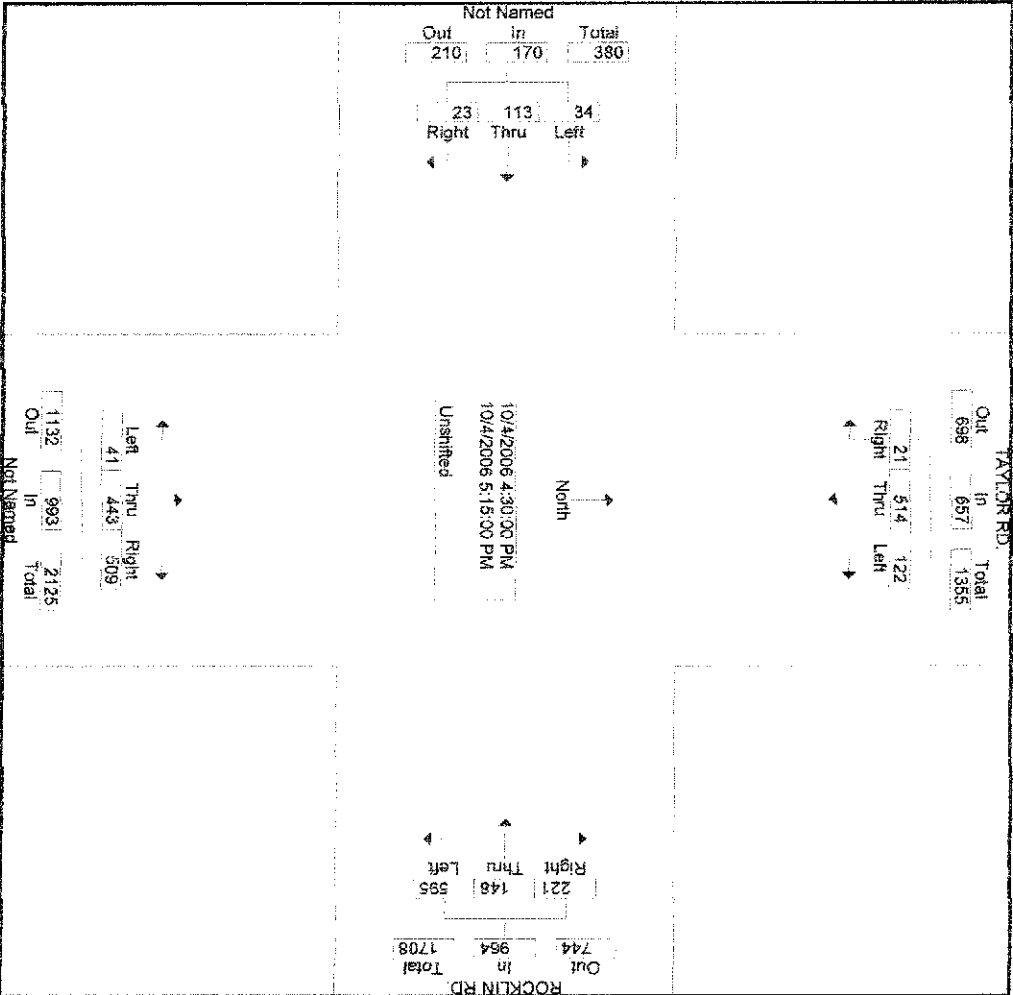
DRAFT

APPENDIX A
TRAFFIC COUNTS

DRAFT



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



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Taylor Rd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Rocklin Rd.

DAY: SATURDAY

PROJECT# 06-7188-016

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	35	476	728	199	570	29	38	96	41	599	98	204	3113

NOON Peak Hr Begins at: 1145 AM

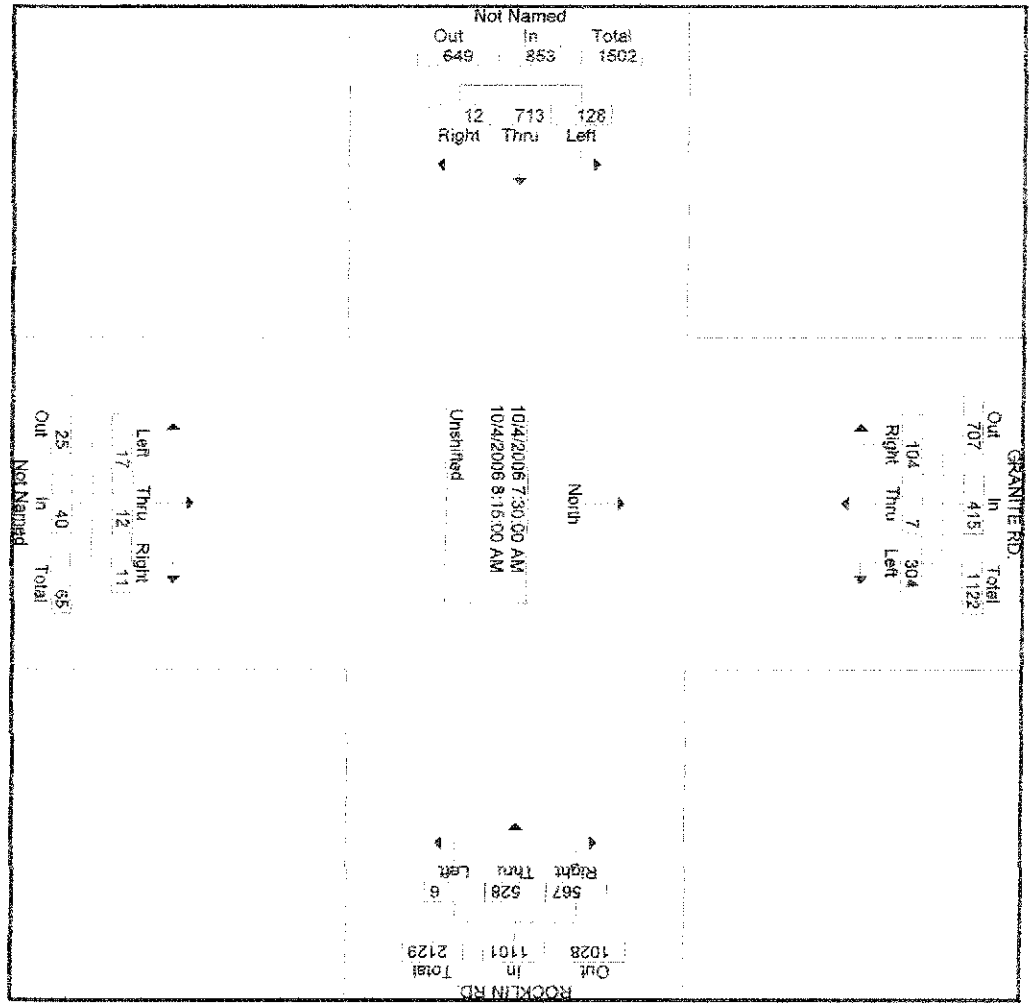
PEAK VOLUMES =	15	276	397	110	304	16	22	56	22	304	48	114	1684
PEAK HR. FACTOR:		0.930		0.927			0.781			0.896			0.986

CONTROL: Signalized

Groups Printed- Unshifted

Start Time	GRANITE RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00	6	2	54	62	78	2	171	4	4	4	12	1	115	7	123	368
07:15	16	0	60	76	82	1	189	1	2	2	5	5	150	23	178	448
07:30	26	0	76	102	128	2	215	5	4	3	12	4	214	21	239	568
07:45	20	0	77	97	181	0	305	0	1	7	8	1	167	33	201	611
Total	68	2	267	337	469	5	880	10	11	16	37	11	646	84	741	1995
08:00	28	4	66	98	119	159	279	2	2	4	8	1	153	31	185	570
08:15	30	3	85	118	139	160	302	4	5	3	12	6	179	43	228	660
08:30	27	3	119	149	83	109	194	4	3	8	15	1	139	29	169	527
08:45	34	1	117	152	108	102	211	6	4	4	14	1	114	47	162	539
Total	119	11	387	517	449	630	986	16	14	19	49	9	585	150	744	2296
16:00	71	7	129	207	121	151	275	5	5	6	16	5	146	50	201	699
16:15	57	7	127	191	139	179	325	4	2	2	8	3	125	51	179	703
16:30	70	4	135	209	108	167	284	7	4	3	14	6	133	63	202	709
16:45	66	4	116	185	135	197	341	3	9	4	16	3	149	66	218	760
Total	263	22	507	792	503	694	1225	19	20	15	54	17	553	230	800	2871
17:00	101	2	123	226	115	196	326	9	2	8	19	6	183	65	254	825
17:15	89	2	119	210	162	218	393	9	5	6	20	9	175	57	241	864
17:30	86	5	126	216	138	161	307	6	3	5	14	5	155	53	213	750
17:45	82	7	121	210	171	170	345	11	4	4	19	3	163	58	224	798
Total	357	16	489	862	586	745	1371	35	14	23	72	23	676	233	932	3237
Grand Total	807	51	1650	2508	2007	2375	4462	80	59	73	212	60	2460	697	3217	10399
Approch %	32.2	2.0	65.8	24.1	45.0	53.2	42.9	37.7	27.8	34.4	2.0	1.9	76.5	21.7	30.9	
Total %	7.8	0.5	15.9	24.1	19.3	22.8	0.8	0.8	0.6	0.7	0.6	0.6	23.7	6.7	30.9	

Start Time	GRANITE RD. Southbound				ROCKLIN RD. Westbound				Northbound				Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30	104	7	304	415	567	528	1101	11	12	17	40	12	713	128	853	2409
Percent	25.1	1.7	73.3	24.1	51.5	48.0	302	27.5	30.0	42.5	12	1.4	83.6	15.0	228	660
08:15 Volume	30	3	85	118	139	180	302	4	5	3	12	6	179	43	228	660
High Int. Volume	30	3	85	118	139	180	302	4	5	3	12	6	179	43	228	660
Peak Factor	0.879	0.902	0.833	0.913	0.879	0.902	0.833	0.913	0.879	0.902	0.833	0.913	0.879	0.902	0.833	0.913



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Granite Dr.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Rocklin Rd.

DAY: SATURDAY

PROJECT# 06-7188-017

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	70	21	45	834	34	251	420	665	28	53	682	637	3740

NOON Peak Hr Begins at: 1145 AM

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

CONTROL: Signalized

Groups Printed- Unshifted

Start Time	180 WB RAMP				ROCKLIN RD.				ROCKLIN RD.								
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound		
	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	
07:00	26	9	35	0	146	88	234	0	0	0	0	0	0	65	97	162	431
07:15	42	14	56	0	149	91	240	0	0	0	0	0	0	67	142	209	505
07:30	45	0	52	0	97	90	285	0	0	0	0	0	0	93	201	294	656
07:45	83	1	156	0	217	84	301	0	0	0	0	0	0	101	160	261	718
Total	196	147	344	0	687	353	1040	0	0	0	0	0	0	326	600	926	2310
08:00	63	1	86	0	219	87	306	0	0	0	0	0	0	82	122	204	596
08:15	53	0	64	0	251	78	329	0	0	0	0	0	0	136	121	257	650
08:30	40	0	51	0	163	77	240	0	0	0	0	0	0	154	134	288	579
08:45	37	1	50	0	176	93	269	0	0	0	0	0	0	112	124	236	555
Total	193	2	251	0	809	335	1144	0	0	0	0	0	0	484	501	985	2380
16:00	45	0	60	0	238	119	357	0	0	0	0	0	0	122	159	281	698
16:15	75	2	87	0	242	117	359	0	0	0	0	0	0	109	149	258	704
16:30	54	0	64	0	249	140	389	0	0	0	0	0	0	120	149	269	722
16:45	62	2	79	0	274	130	404	0	0	0	0	0	0	86	190	276	759
Total	236	4	290	0	1003	506	1509	0	0	0	0	0	0	437	647	1084	2883
17:00	57	0	70	0	278	137	415	0	0	0	0	0	0	180	178	358	843
17:15	76	0	84	0	291	122	413	0	0	0	0	0	0	131	165	296	793
17:30	63	0	79	0	269	114	373	0	0	0	0	0	0	119	168	287	739
17:45	50	0	60	0	296	97	393	0	0	0	0	0	0	100	153	253	706
Total	246	0	293	0	1124	470	1594	0	0	0	0	0	0	530	664	1194	3081
Grand Total	871	7	1178	0	3623	1664	5287	0	0	0	0	0	0	1777	2412	4189	10654
Approach %	73.9	0.6	25.5	0.0	69.5	31.5	49.6	0.0	0.0	0.0	0.0	0.0	0.0	42.4	57.6	0.0	39.3
Total %	8.2	0.1	2.8	0.0	34.0	15.6	49.6	0.0	0.0	0.0	0.0	0.0	0.0	16.7	22.6	0.0	39.3

Start Time	180 WB RAMP				ROCKLIN RD.				ROCKLIN RD.								
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound		
	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	
07:30	244	2	157	0	862	339	1201	0	0	0	0	0	0	412	604	1016	2620
07:45	83	1	156	0	217	84	301	0	0	0	0	0	0	101	160	261	718
07:45 Volume	83	1	156	0	217	84	301	0	0	0	0	0	0	101	160	261	718
High Int. Volume	83	1	156	0	217	84	301	0	0	0	0	0	0	101	160	261	718
Peak Factor	0.646	0.913	0.912	0.0	0.913	0.913	0.913	0.0	0.0	0.0	0.0	0.0	0.0	0.912	0.912	0.912	0.912

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

File Name : F-180 WB Ramps-Rocklin Rd.
 Site Code : 00000300
 Start Date : 10/4/2006
 Page No : 2

180 WB RAMP			ROCKLIN RD		
Out	In	Total	Out	In	Total
0	403	403	761	1201	1962
244	2	157	0	862	339
Right	Thru	Left	Right	Thru	Left
←	→	→	←	←	←
10/4/2006 7:30:00 AM 10/4/2006 8:15:00 AM Unshifted			North		
Not Named Out 1106 In 1016 Total 2122 412 604 0 Right Thru Left ← ↓ →			Not Named Out 753 In 0 Total 753 Left Thru Right ← → → 0 0 0		

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 SB Ramps DATE: 08/19/2006 LOCATION: City of Rocklin
 E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-007

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

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

NOON Peak Hr Begins at: 1115 AM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	301	1	357	0	652	72	145	379	0	1907
PEAK HR. FACTOR:		0.000			0.900			0.000			0.856		0.937

CONTROL: Signalized

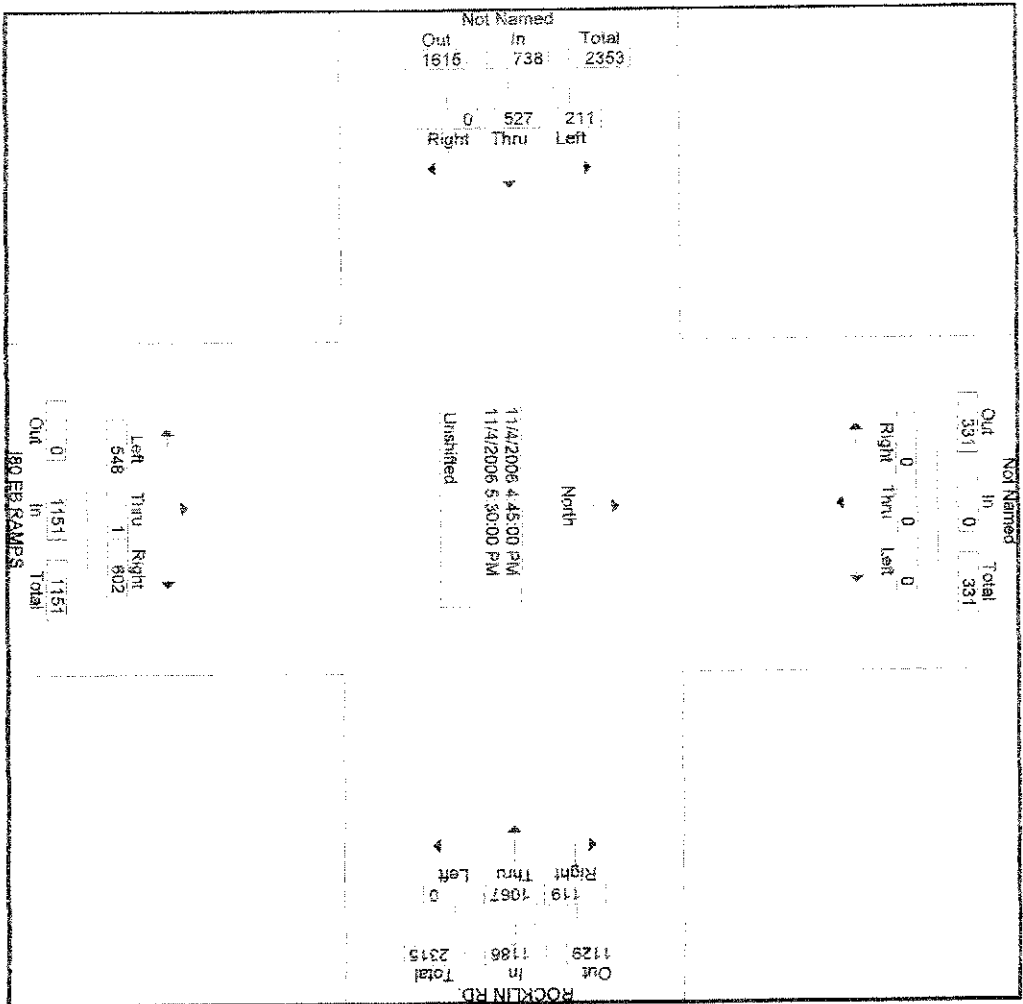
Groups Printed- Unshifted

Start Time	ROCKLIN RD.				180 EB RAMPS				ROCKLIN RD.				180 EB RAMPS			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:00	0	0	0	0	7	147	0	154	96	0	85	181	0	70	45	115
07:15	0	0	0	0	7	144	0	151	167	1	105	273	0	101	47	148
07:30	0	0	0	0	10	145	0	156	263	1	115	379	0	176	79	255
07:45	0	0	0	0	15	125	0	140	226	1	165	392	0	182	45	227
Total	0	0	0	0	39	562	0	601	752	3	470	1225	0	529	216	745
08:00	0	0	0	0	11	175	0	186	131	0	135	266	0	108	47	155
08:15	0	0	0	0	11	169	0	180	115	0	155	270	0	103	37	140
08:30	0	0	0	0	11	122	6	139	105	1	109	215	0	106	47	153
08:45	0	0	0	0	7	130	0	137	141	1	122	264	0	113	33	146
Total	0	0	0	0	40	596	6	642	492	2	521	1015	0	430	164	594
16:00	0	0	0	0	33	218	0	251	114	0	142	256	0	122	53	175
16:15	0	0	0	0	26	222	0	247	111	1	139	251	0	121	46	167
16:30	0	0	0	0	34	264	0	298	146	1	124	271	0	118	42	160
16:45	0	0	0	0	31	252	0	283	137	0	145	282	0	138	55	193
Total	0	0	0	0	123	956	0	1079	508	2	550	1060	0	489	196	695
17:00	0	0	0	0	31	296	0	327	147	1	127	275	0	133	52	185
17:15	0	0	0	0	31	259	0	290	162	0	147	309	0	125	51	176
17:30	0	0	0	0	26	260	0	286	156	0	129	285	0	131	53	184
17:45	0	0	0	0	13	228	0	241	154	0	145	299	0	131	39	170
Total	0	0	0	0	101	1043	0	1144	619	1	548	1168	0	520	195	715
Grand Total	0	0	0	0	303	3157	6	3465	2371	8	2089	4468	0	1978	771	2749
Approch %	0.0	0.0	0.0	0.0	8.7	91.1	0.2	53.1	53.1	0.2	46.8	41.8	0.0	72.0	28.0	25.7
Total %	0.0	0.0	0.0	0.0	2.8	29.6	0.1	32.4	22.2	0.1	19.6	41.8	0.0	18.5	7.2	25.7

Start Time	ROCKLIN RD.				180 EB RAMPS				ROCKLIN RD.				180 EB RAMPS			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:30	0	0	0	0	47	615	0	662	735	2	570	1307	0	569	208	777
Percent	0.0	0.0	0.0	0.0	7.1	92.9	0.0	56.2	56.2	0.2	43.6	37.9	0.0	73.2	26.8	25.5
07:30 Volume	0	0	0	0	10	146	0	156	263	1	115	379	0	176	79	255
Peak Factor																0.869
High Int. Volume	0	0	0	0	11	175	0	186	226	1	165	392	0	176	79	255
Peak Factor								0.890				0.834				0.762

Not Named			Not Named		
Out	In	Total	Out	In	Total
1185	777	1962	257	0	257
0	569	208	0	0	0
Right	Thru	Left	Right	Thru	Left
0	569	208	0	0	0
1/14/2006 7:30:00 AM 1/14/2006 8:15:00 AM Unshifed			North		
0 1307 1307 Out In Total 180 EB RAMP			42 615 657 Right Thru Left 0 0 0		
1304 662 1966 Out In Total ROCKLIN RD			570 2 736 Left Thru Right		

Start Time	Southbound			ROCKLIN RD			180 EB RAMP			Eastbound			
	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1													
Intersection	16:45	0	0	0	119	1067	0	1186	602	1	548	1151	0
Volume	0	0	0	0	10.0	90.0	0.0	52.3	0.1	47.6	275	0.0	527
Percent	0.0	0.0	0.0	0	31	296	0	327	147	1	127	275	71.4
17:00 Volume	0	0	0	0	31	296	0	327	147	1	127	275	133
Peak Factor					17:00			17:15					16:45
High Int					31	296	0	327	162	0	147	309	0
Volume					0.907			0.907				0.931	138
Peak Factor													55
													193
													0.956
													3076
													787
													0.977



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 NB Ramps

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Rocklin Rd.

DAY: SATURDAY

PROJECT# 06-7188-008

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	43	0	257	0	0	0	372	1345	0	0	863	539	3419

NOON Peak Hr Begins at: 1130 AM

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

CONTROL: Signalized

Groups Printed- Unshifted

Start Time	DEL MAR AVE				PACIFIC ST.				DOMINGUEZ RD.				Eastbound				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	14	7	3	24	11	63	7	81	9	16	5	30	9	53	12	74	209
07:15	13	4	9	25	14	64	9	87	2	18	6	25	10	76	6	92	230
07:30	12	3	4	20	9	67	14	90	10	22	8	40	12	93	18	123	273
07:45	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Total	53	20	23	96	59	264	48	371	43	72	20	135	36	303	66	405	1007
08:00	12	4	7	23	12	68	23	103	12	17	9	38	10	73	12	95	259
08:15	11	3	5	19	15	87	11	113	15	13	5	33	9	71	11	91	256
08:30	14	8	9	31	12	84	5	101	11	14	2	27	8	72	13	93	252
08:45	9	7	10	26	13	75	7	95	13	9	6	28	7	82	17	106	255
Total	46	22	31	99	52	314	46	412	51	53	22	126	34	296	53	385	1022
16:00	25	6	11	42	6	92	7	105	14	14	2	21	7	103	9	119	287
16:15	21	7	5	33	7	116	8	131	14	5	9	28	5	107	8	120	312
16:30	31	12	10	53	3	130	8	141	13	1	7	21	6	101	3	110	325
16:45	24	10	10	44	5	109	8	122	12	8	8	27	4	102	6	112	305
Total	101	35	36	172	21	447	31	499	53	16	28	97	22	413	26	461	1229
17:00	53	17	13	83	3	105	4	112	7	5	2	14	5	91	10	106	315
17:15	24	11	6	41	1	101	6	108	11	2	10	23	11	97	11	119	291
17:30	25	4	4	33	2	88	4	94	4	1	5	10	7	95	10	112	249
17:45	15	9	2	26	1	74	3	78	5	5	3	13	8	93	10	111	228
Total	117	41	25	183	7	368	17	392	27	13	20	60	31	376	41	448	1083
Grand Total	317	118	115	550	139	1393	142	1674	174	154	90	418	123	1390	186	1699	4341
Approch %	57.6	21.5	20.9		8.3	83.2	8.5	38.6	41.6	36.8	21.5	9.6	7.2	81.8	10.9		
Total %	7.3	2.7	2.6	12.7	3.2	32.1	3.3	38.6	4.0	3.5	2.1	9.6	2.8	32.0	4.3	39.1	

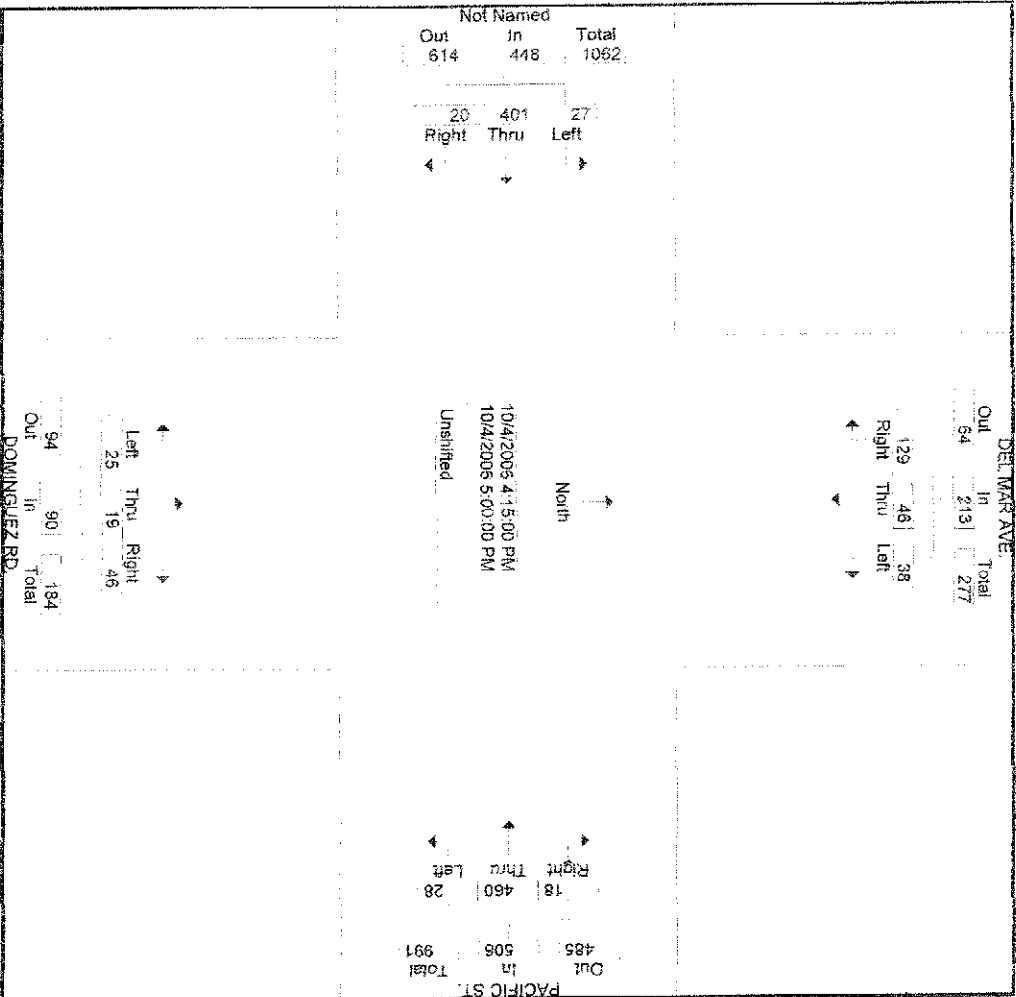
Start Time	DEL MAR AVE				PACIFIC ST.				DOMINGUEZ RD.				Eastbound				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:30	50	16	23	89	61	292	66	419	59	68	23	150	36	318	71	425	1083
07:45	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Peak Factor	0.745				0.745				0.730				0.730				0.918
High Int. Volume	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Volume	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Percent	56.2	18.0	25.8		69.7	69.7	15.8	113	39.3	45.3	15.3	39	8.5	74.8	16.7	116	295
Peak Factor	0.745				0.745				0.730				0.730				0.918
Volume	14	6	7	27	25	70	18	113	22	16	1	39	5	81	30	116	295
Peak Factor	0.824				0.824				0.927				0.938				0.864

Not Named		
Out	In	Total
365	425	790
36 Right	318 Thru	71 Left
DEL MAR AVE		
Out 200	In 89	Total 289
50 Right	16 Thru	23 Left
North		
9/4/2006 7:30:00 AM 10/4/2006 8:15:00 AM Unshifted		
PACIFIC ST.		
Out 400	In 419	Total 819
61 Right	292 Thru	56 Left
DOMINGUEZ RD.		
Out 118	In 150	Total 268
23 Left	68 Thru	59 Right

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

File Name : F-Pacific-Dominguez
 Site Code : 00000000
 Start Date : 10/4/2006
 Page No : 3

Start Time	DEL MAR AVE			PACIFIC ST.			DOMINGUEZ RD.			Eastbound					
	Southbound	Thru	Left	Westbound	Thru	Left	Northbound	Thru	Left	Thru	Left	App. Total	Int. Total		
Peak Hour From 16:00 to 17:45 - Peak 1 of 1															
Intersection	16:15														
Volume	129	46	38	460	28	506	46	19	25	90	20	401	27	448	1267
Percent	60.6	21.6	17.8	90.9	5.5	51.1	21.1	27.8	7	21	4.5	89.5	6.0	110	325
16:30 Volume	31	12	10	130	8	141	13	1	7	21	6	101	3	110	0.967
Peak Factor	17:00			16:30			16:15								
High Int.	53	17	13	130	8	141	14	5	9	28	5	107	8	120	0.933
Peak Factor				0.642		0.897				0.804					



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Dominguez Rd

DATE: 08/26/2006

LOCATION: City of Rocklin

E-W STREET: Pacific St

DAY: SATURDAY

PROJECT# 06-7188-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	0	1	0	1	1	

10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM	0	0	0	0	1	4	4	43	0	1	44	0	97
11:15 AM	2	1	2	2	2	2	2	55	2	4	53	1	128
11:30 AM	6	2	1	0	0	1	1	44	4	3	39	0	101
11:45 AM	1	1	1	2	3	4	3	67	3	2	58	1	146
12:00 PM	2	3	1	2	1	7	2	82	3	6	49	1	159
12:15 PM	2	4	2	1	2	3	3	74	1	2	74	3	171
12:30 PM	0	1	3	0	4	6	5	63	1	5	64	0	152
12:45 PM	1	1	3	1	2	4	6	56	2	4	51	2	133
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	14	13	13	8	15	31	26	484	16	27	432	8	1087

NOON Peak Hr Begins at: 1145 AM

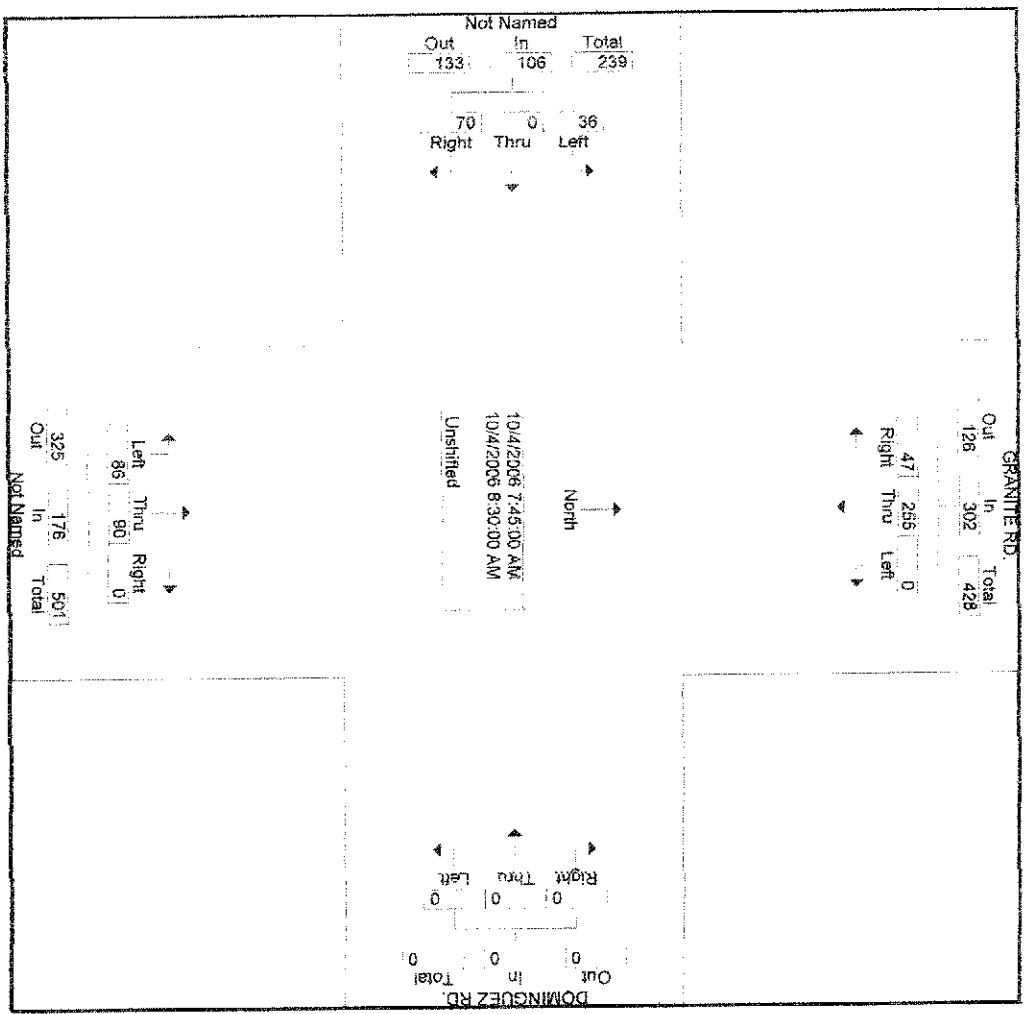
PEAK VOLUMES =	5	9	7	5	10	20	13	286	8	15	245	5	628
PEAK HR. FACTOR:	0.656			0.875			0.882			0.839			0.918

CONTROL: Signalized

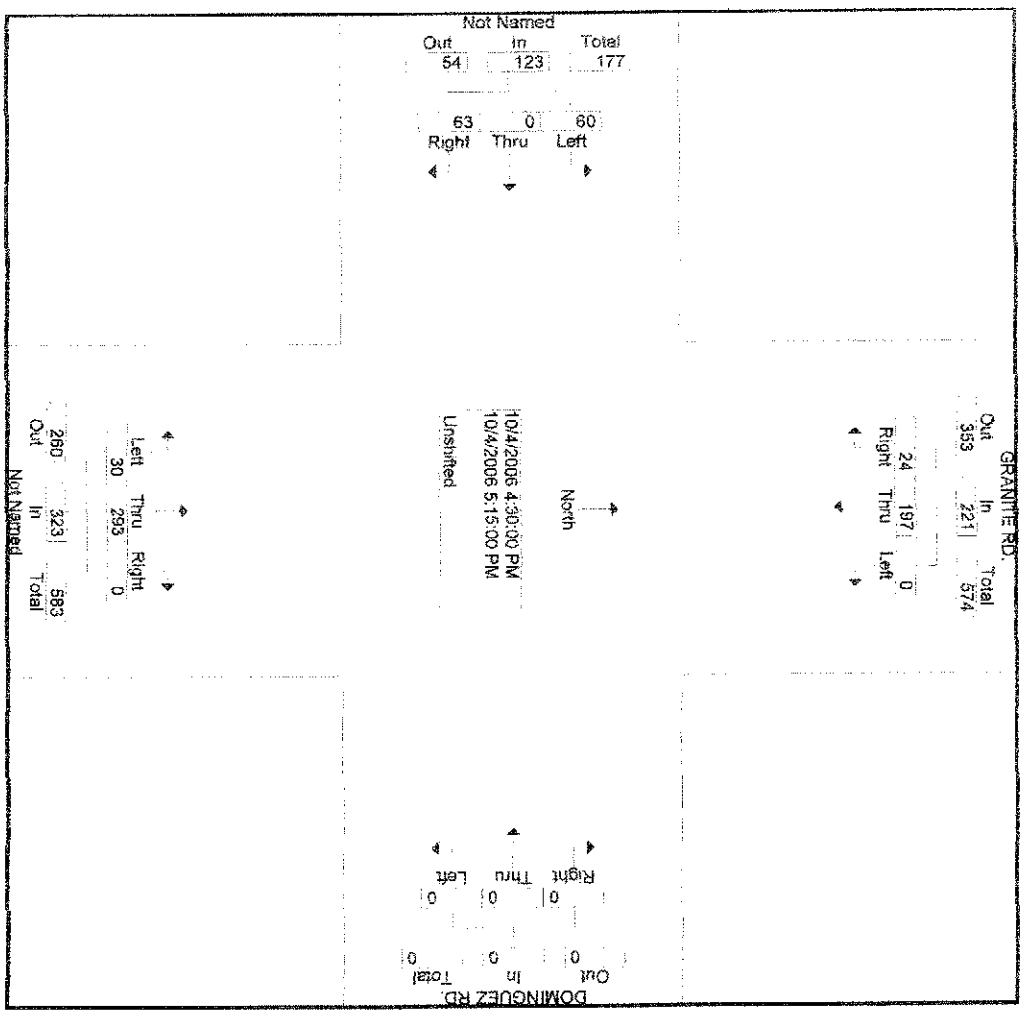
Groups Printed - Unshifted

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

Start Time	GRANITE RD. Southbound			DOMINGUEZ RD. Westbound			Northbound			Eastbound			Int. Total	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		App. Total
07:45	47	255	0	0	0	0	0	90	86	70	0	36	106	584
Percent	15.6	84.4	0.0	0.0	0.0	0.0	0.0	51.1	48.9	66.0	0.0	34.0	26	180
07:45 Volume	14	73	0	0	0	0	0	20	27	14	0	12	26	0.913
Peak Factor	08:15									08:00				
High Int. Volume	12	76	0	0	0	0	0	23	23	26	0	4	30	
Peak Factor										0.863			0.883	



Start Time	GRANITE RD.			DOMINGUEZ RD.			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Intersection	16:30	197	0	0	0	0	293	30	323	63	0	60
Volume	24	197	0	0	0	0	90.7	9.3	92	51.2	0.0	48.8
Percent	10.9	89.1	0.0	0.0	0.0	0.0	84	8	92	20	0	26
17:00 Volume	6	46	0	0	0	0	84	8	92	20	0	26
Peak Volume	17:15	17:15	0	17:00	0	0	84	8	92	20	0	26
Peak Factor	4	54	0	0	0	0	0.878	0.878	0.878	0.878	0	0.668
App Total	221	0	0	0	0	0	323	30	323	63	0	123
Int Total	0.953	0	0	0	0	0	0.878	0.878	0.878	0.878	0	0.668



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Dominguez Rd

DATE: 08/26/2006

LOCATION: City of Rocklin

E-W STREET: Granite Dr

DAY: SATURDAY

PROJECT# 06-7188-011

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	17	0	37	17	313	0	0	448	17	849

NOON Peak Hr Begins at: 1145 AM

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

CONTROL: One-Way Stop

Taylor

Groups Printed - Unshifted

Start Time	SIERRA COLLEGE BLVD				PACIFIC ST.				Northbound				Eastbound				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	25	96	9	130	2	16	37	55	27	77	29	133	10	28	10	48	366
07:15	32	120	4	156	8	56	34	98	41	64	21	126	13	45	16	74	454
07:30	54	104	8	166	13	55	63	131	39	57	39	135	14	51	15	80	512
07:45	51	116	6	173	6	63	48	117	32	62	56	150	21	39	20	80	520
Total	162	436	27	625	29	190	182	401	139	260	145	544	58	163	61	282	1852
08:00	30	86	5	121	4	58	27	89	30	60	37	127	19	36	14	69	406
08:15	33	100	4	137	3	62	44	109	36	48	24	108	16	38	28	82	436
08:30	32	85	0	123	3	40	26	69	31	41	44	116	19	41	16	76	384
08:45	20	93	10	123	3	46	39	88	27	55	39	121	20	36	19	75	407
Total	115	364	25	504	13	206	136	355	124	204	144	472	74	151	77	302	1633
16:00	32	87	7	126	7	68	55	130	85	151	43	279	29	72	43	144	679
16:15	32	95	7	134	8	65	46	119	62	129	34	225	23	67	26	116	594
16:30	24	95	3	122	15	71	61	147	59	157	22	238	21	89	60	160	667
16:45	21	64	9	94	6	62	45	113	47	114	21	182	24	77	33	134	523
Total	109	341	26	476	36	266	207	509	253	551	120	924	97	305	152	554	2463
17:00	28	84	8	120	14	65	49	128	64	122	14	200	28	86	27	141	589
17:15	22	86	6	114	10	56	46	111	98	150	28	276	22	86	38	146	647
17:30	19	86	10	115	21	52	41	114	51	153	28	232	20	68	23	111	572
17:45	16	80	3	99	6	43	47	96	40	130	19	189	16	64	27	107	491
Total	85	336	27	448	51	215	183	449	253	555	89	897	86	304	115	505	2299
Grand Total	471	1477	105	2053	129	877	708	1714	769	1570	498	2837	315	923	405	1643	8247
Approch %	22.9	71.9	5.1		7.5	51.2	41.3		27.1	55.3	17.6		19.2	56.2	24.7		
Total %	5.7	17.9	1.3	24.9	1.6	10.6	8.6	20.8	9.3	19.0	6.0	34.4	3.8	11.2	4.9	19.9	

Start Time	SIERRA COLLEGE BLVD				PACIFIC ST.				Northbound				Eastbound				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:15	167	426	23	616	31	252	172	435	142	243	153	538	67	171	65	303	1892
Percent	27.1	69.2	3.7		7.1	53.3	39.5		26.4	45.2	28.4		22.1	56.4	21.5		
07:45 Volume	51	116	6	173	6	63	48	117	32	62	56	150	21	39	20	80	520
Peak Factor	0.745				0.730				0.745				0.730				0.910
High Int. Volume	51	116	6	173	13	55	63	131	32	62	56	150	14	51	15	80	
Peak Factor	0.890				0.830				0.897				0.897				0.947

SIERRA COLLEGE BLVD.			PACIFIC ST.		
Out	In	Total	Out	In	Total
339	616	955	336	435	771
167	428	23	31	232	172
Right	Thru	Left	Right	Thru	Left
67	171	65	67	171	65
Right	Thru	Left	Right	Thru	Left
652	303	955	665	538	1203
Out	In	Total	Out	In	Total
153	243	142	153	243	142
Left	Thru	Right	Left	Thru	Right
665	538	1203	665	538	1203
Out	In	Total	Out	In	Total
Not Named					

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Taylor Rd

DAY: SATURDAY

PROJECT# 06-7188-006

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	58	592	139	50	509	133	56	377	56	181	363	41	2555

NOON Peak Hr Begins at: 1145 AM

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

CONTROL: Signalized

SIERRA COLLEGE BLVD.

BRACE RD.

Groups Printed- Unshifted

Start Time	Southbound			Westbound			Northbound			Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	0	108	17	18	0	15	33	9	97	0	106	4	268
07:15	0	126	19	15	0	21	36	5	99	0	104	5	290
07:30	0	136	25	161	0	19	48	13	94	0	107	15	331
07:45	0	121	13	134	0	12	27	8	93	0	101	13	275
Total	0	491	74	565	0	67	144	36	383	0	418	37	1164
08:00	0	149	11	160	0	15	27	5	98	0	103	18	308
08:15	0	148	19	167	0	21	41	10	95	0	105	12	325
08:30	0	126	15	141	0	18	35	9	99	0	108	19	303
08:45	0	119	21	140	0	19	29	18	97	0	115	6	290
Total	0	542	68	608	0	73	132	42	389	0	431	55	1226

16:00	0	122	23	145	0	26	44	22	146	0	168	18	375
16:15	0	126	20	146	0	23	35	12	143	0	155	15	351
16:30	0	128	20	148	0	24	48	19	139	0	158	26	380
16:45	0	121	25	146	0	16	32	31	123	0	154	19	351
Total	0	497	88	585	0	70	159	84	551	0	635	78	1457
17:00	0	137	21	158	0	28	45	24	147	0	171	28	402
17:15	0	128	18	146	0	24	42	25	158	0	183	14	385
17:30	0	111	21	132	0	21	45	27	146	0	173	23	373
17:45	0	72	9	81	0	21	40	21	125	0	146	5	272
Total	0	448	69	517	0	78	172	97	576	0	673	70	1432
Grand Total	0	1978	297	2275	0	319	607	258	1899	0	2157	240	5279
Approch %	0.0	86.9	13.1	52.6	0.0	47.4	60.7	12.0	88.0	0.0	40.9	4.5	24.0
Total %	0.0	37.5	5.6	43.1	0.0	5.5	11.5	4.9	36.0	0.0	40.9	0.0	4.5

SIERRA COLLEGE BLVD.

Southbound

Westbound

Northbound

Eastbound

Start Time	Southbound			Westbound			Northbound			Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:30	0	554	68	622	0	76	143	36	380	0	416	58	1239
Volume	0.0	89.1	10.9	53.1	0.0	46.9	143	8.7	91.3	0.0	107	15	331
Percent	0	136	25	161	0	29	48	13	94	0	107	15	331
07:30 Volume	0	136	25	161	0	29	48	13	94	0	107	15	331
Peak Factor	08:15	0	148	19	167	0	29	48	13	94	107	18	18
High Int. Volume	0	148	19	167	0	29	48	13	94	0	107	18	18
Peak Factor	08:15	0	148	19	167	0	29	48	13	94	107	18	18
Peak Factor	08:15	0	148	19	167	0	29	48	13	94	107	18	18

SIERRA COLLEGE BLVD.			BRACE RD.		
Out	In	Total	Out	In	Total
466	522	1078	104	143	247
0 554 68 Right Thru Left			76 0 67 Right Thru Left		
58 0 0 Right Thru Left			67 0 67 Right Thru Left		
Not Named Out In Total 0 58 58			Not Named Out In Total 679 416 1095		
10/5/2006 7:30:00 AM 10/5/2006 8:15:00 AM Unshifted			North		

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Brace Rd

DAY: SATURDAY

PROJECT# 06-7188-005

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	712	39	70	674	0	0	0	31	94	0	72	1692

NOON Peak Hr Begins at: 1130 AM

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

CONTROL: Signalized

Groups Printed- Unshifted

Start Time	SIERRA COLLEGE BLVD.				GRANITE RD.				SIERRA COLLEGE BLVD.				GRANITE RD.						
	Southbound		Westbound		Northbound		Eastbound		Southbound		Westbound		Northbound		Eastbound				
Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	7	106	130	5	28	42	22	73	15	110	15	4	3	22	15	4	3	22	304
07:15	15	106	137	5	33	43	23	87	31	141	8	4	5	17	8	4	5	17	338
07:30	9	111	142	7	34	49	20	88	27	135	4	7	10	21	4	7	10	21	347
07:45	14	126	171	10	27	46	19	107	56	182	12	7	7	29	12	7	10	29	428
Total	45	449	580	31	122	180	84	355	129	568	39	22	28	89	39	22	28	89	1417
08:00	19	123	164	16	7	59	11	84	39	134	30	8	5	43	16	8	5	43	400
08:15	21	116	165	8	29	43	24	89	30	143	15	3	9	27	12	3	9	27	378
08:30	17	108	151	5	33	42	11	92	24	127	12	5	10	27	12	5	10	27	347
08:45	22	97	143	5	35	45	18	91	25	134	31	10	20	61	31	10	20	61	383
Total	79	444	623	34	133	199	64	366	118	538	88	26	44	158	88	26	44	158	1608
16:00	18	116	150	6	4	32	12	147	33	192	46	5	27	78	46	5	27	78	452
16:15	15	123	150	6	5	38	18	116	23	157	41	3	25	69	41	3	25	69	414
16:30	20	116	157	8	7	38	15	116	24	155	36	6	28	70	36	6	28	70	420
16:45	20	124	159	7	4	31	19	115	22	156	34	6	31	71	34	6	31	71	417
Total	73	479	616	27	16	139	64	494	102	660	157	20	111	288	157	20	111	288	1703
17:00	13	135	165	13	2	49	23	131	26	180	61	12	37	110	61	12	37	110	504
17:15	8	139	166	5	7	48	17	157	18	192	41	7	34	82	41	7	34	82	488
17:30	26	106	151	10	22	39	13	123	30	166	42	7	29	78	42	7	29	78	434
17:45	8	71	85	7	2	32	20	105	28	153	36	7	24	67	36	7	24	67	337
Total	55	451	567	35	18	168	73	516	102	691	180	33	124	337	180	33	124	337	1763
Grand Total	252	1823	2386	127	83	676	285	1721	451	2457	464	101	307	872	464	101	307	872	6391
Approch %	10.6	76.4	13.0	18.8	12.3	10.6	11.6	70.0	18.4	38.4	53.2	11.6	35.2	13.6	53.2	11.6	35.2	13.6	
Total %	3.9	28.5	37.3	2.0	1.3	10.6	4.5	26.9	7.1	38.4	7.3	1.6	4.8	13.6	7.3	1.6	4.8	13.6	

Start Time	SIERRA COLLEGE BLVD.				GRANITE RD.							
	Southbound		Westbound		Northbound		Eastbound					
Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
07:30	63	476	103	642	41	30	126	197	74	368	152	594
07:45	9.8	74.1	16.0	208	15.2	64.0	46	12.5	62.0	25.6	182	61
07:45 Volume	14	126	31	171	10	9	27	46	19	107	56	182
Peak Factor	0.939			0.835				0.816				0.907
08:00	14	126	31	171	16	7	36	59	19	107	56	182
Peak Factor	0.939			0.835				0.816				0.907

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

File Name : F-Sierra Coll-Granite Rd
 Site Code : 00000000
 Start Date : 10/5/2006
 Page No : 2

SIERRA COLLEGE BLVD			GRANITE RD		
Out	In	Total	Out	In	Total
443	642	1085	202	197	399
63 476 103 Right Thru Left			41 30 126 Right Thru Left		
61 25 34 Right Thru Left			41 30 126 Right Thru Left		
245 120 365 Out In Total			202 197 399 Out In Total		
10/5/2006 7:30:00 AM 10/5/2006 8:15:00 AM Unshifted			10/5/2006 7:30:00 AM 10/5/2006 8:15:00 AM Unshifted		
663 594 1257 Out In Total			663 594 1257 Out In Total		
152 368 74 Left Thru Right			152 368 74 Left Thru Right		
Not Named			Not Named		

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Granite Dr

DAY: SATURDAY

PROJECT# 06-7188-004

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

NOON Peak Hr Begins at: 1145 AM

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

CONTROL: Signalized

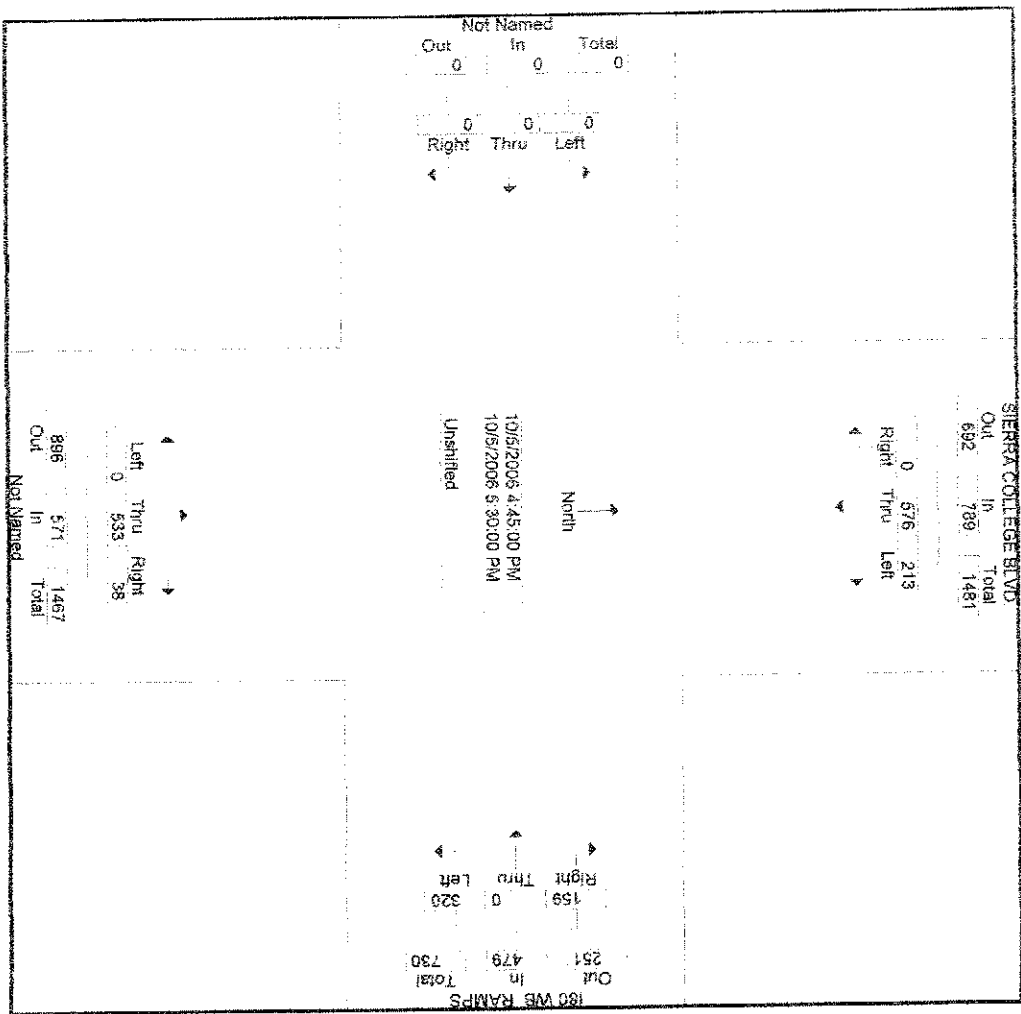
Groups Printed - Unshifted

Start Time	SIERRA COLLEGE BLVD			180 WB RAMPS			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00	0	96	42	38	0	83	6	80	0	0	0	0
07:15	0	104	43	53	0	116	6	82	0	0	0	0
07:30	0	102	39	42	0	104	6	88	0	0	0	0
07:45	0	127	59	73	0	88	9	115	0	0	0	0
Total	0	429	183	206	0	391	27	365	0	0	0	0
08:00	0	125	65	43	0	67	14	89	0	0	0	0
08:15	0	95	69	46	0	82	10	93	0	0	0	0
08:30	0	87	56	55	0	71	16	80	0	0	0	0
08:45	0	103	62	44	0	96	11	83	0	0	0	0
Total	0	410	252	188	0	316	51	345	0	0	0	0
18:00	0	108	66	42	0	68	6	141	0	0	0	0
18:15	0	143	56	47	0	57	11	125	0	0	0	0
18:30	0	125	61	34	0	69	12	118	0	0	0	0
18:45	0	138	36	41	0	83	9	116	0	0	0	0
Total	0	514	219	164	0	277	38	500	0	0	0	0
17:00	0	158	65	42	0	83	6	141	0	0	0	0
17:15	0	156	65	41	0	77	13	149	0	0	0	0
17:30	0	124	47	35	0	77	10	127	0	0	0	0
17:45	0	89	46	31	0	80	6	122	0	0	0	0
Total	0	527	223	149	0	317	35	539	0	0	0	0
Grand Total	0	1880	877	707	0	1301	151	1749	0	0	0	0
Approch %	0.0	68.2	31.8	35.2	0.0	64.8	7.9	92.1	0.0	0.0	0.0	0.0
Total %	0.0	28.2	13.2	10.6	0.0	19.5	2.3	26.2	0.0	0.0	0.0	0.0

Start Time	SIERRA COLLEGE BLVD			180 WB RAMPS			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:15	0	458	206	211	0	375	35	374	0	0	0	0
Volume	0.0	69.0	31.0	36.0	0.0	64.0	8.6	91.4	0.0	0.0	0.0	0.0
Percent	0	127	59	73	0	88	9	115	0	0	0	0
07:45 Volume	0	127	59	73	0	88	9	115	0	0	0	0
Peak Factor	08:00	0	125	65	53	0	116	9	115	0	0	0
High Int.	08:00	0	125	65	53	0	116	9	115	0	0	0
Volume	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Peak Factor	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Intersction	07:15	0	458	206	211	0	375	35	374	0	0	0
Volume	0	458	206	211	0	375	35	374	0	0	0	0
Percent	0.0	69.0	31.0	36.0	0.0	64.0	8.6	91.4	0.0	0.0	0.0	0.0
07:45 Volume	0	127	59	73	0	88	9	115	0	0	0	0
Peak Factor	08:00	0	125	65	53	0	116	9	115	0	0	0
High Int.	08:00	0	125	65	53	0	116	9	115	0	0	0
Volume	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Peak Factor	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Intersction	07:15	0	458	206	211	0	375	35	374	0	0	0
Volume	0	458	206	211	0	375	35	374	0	0	0	0
Percent	0.0	69.0	31.0	36.0	0.0	64.0	8.6	91.4	0.0	0.0	0.0	0.0
07:45 Volume	0	127	59	73	0	88	9	115	0	0	0	0
Peak Factor	08:00	0	125	65	53	0	116	9	115	0	0	0
High Int.	08:00	0	125	65	53	0	116	9	115	0	0	0
Volume	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Peak Factor	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Intersction	07:15	0	458	206	211	0	375	35	374	0	0	0
Volume	0	458	206	211	0	375	35	374	0	0	0	0
Percent	0.0	69.0	31.0	36.0	0.0	64.0	8.6	91.4	0.0	0.0	0.0	0.0
07:45 Volume	0	127	59	73	0	88	9	115	0	0	0	0
Peak Factor	08:00	0	125	65	53	0	116	9	115	0	0	0
High Int.	08:00	0	125	65	53	0	116	9	115	0	0	0
Volume	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0
Peak Factor	0.874	190	664	211	0.867	169	9	115	0.825	124	0	0

SIERRA COLLEGE BLVD				180 WB RAMP				
Out	In	Total	Out	In	Total	Out	In	Total
585	664	1249	0	438	206	241	586	827
Right Thru Left 0 438 206 0 0 0			Right Thru Left 211 0 375 0 0 0			Right Thru Left 0 0 0 0 0 0		
Not Named Out In Total 0 0 0			Not Named Out In Total 0 0 0			Not Named Out In Total 0 0 0		
10/5/2006 7:15:00 AM 10/5/2006 8:00:00 AM Unshifted			North			833 409 1242 Out In Total		

Start Time	SIERRA COLLEGE BLVD			180 WB RAMPS			Westbound			Northbound			Eastbound				
	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int. Total
Peak Hour from: 16:00 to 17:45 Peak 1 of 1	0	576	213	789	169	0	320	479	38	533	0	571	0	0	0	0	1839
Volume	0	576	213	789	169	0	320	479	38	533	0	571	0	0	0	0	1839
Percent	0.0	73.0	27.0	100.0	33.2	0.0	66.8	118	6.7	93.3	0.0	162	0.0	0.0	0.0	0.0	501
17:15 Volume	0	158	65	221	41	0	77	118	13	149	0	162	0	0	0	0	0.918
Peak Factor	17:00				17:00			17:15									
High Int.	0	158	65	223	42	0	83	125	13	149	0	162	0	0	0	0	0.881
Volume	0	158	65	223	42	0	83	125	13	149	0	162	0	0	0	0	0.881
Peak Factor				0.885				0.958									



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: I-80 SB Ramp

DAY: SATURDAY

PROJECT# 06-7188-003

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	895	152	261	588	0	0	0	0	296	0	49	2241

NOON Peak Hr Begins at: 1200 PM

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

CONTROL: Signalized

SIERRA COLLEGE BLVD

180 EB RAMPS

Groups Printed- Unshifted

Start Time	Southbound			Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00	23	149	0	0	0	0	59	50	109	4	0	35
07:15	25	189	0	0	0	0	64	72	136	9	0	51
07:30	24	176	0	0	0	0	56	91	147	42	0	56
07:45	29	200	0	0	0	0	86	59	145	49	0	60
Total	101	714	0	0	0	0	265	272	537	104	0	202
08:00	44	151	0	0	0	0	83	48	131	15	0	39
08:15	45	132	0	0	0	0	71	53	124	17	0	53
08:30	34	128	0	0	0	0	57	52	109	6	0	34
08:45	39	163	0	0	0	0	46	61	107	14	0	45
Total	162	574	0	0	0	0	257	214	471	52	0	171
Grand Total	668	2511	0	0	0	0	1250	1167	2417	210	0	801
Approach %	21.0	79.0	0.0	0.0	0.0	0.0	51.7	48.3	36.6	20.8	0.0	79.2
Total %	10.1	38.0	0.0	0.0	0.0	0.0	18.9	17.7	36.6	3.2	0.0	12.1

SIERRA COLLEGE BLVD

180 EB RAMPS

Start Time	Southbound			Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
07:45	29	200	0	0	0	0	0	0	0	49	0	60
High Int.	07:45	229	0	0	0	0	07:30	56	91	147	0	109
Volume	0.915	0.915	0	0	0	0	0.951	0.951	0.951	0.951	0	0.736
Peak Factor												
Grand Total	668	2511	0	0	0	0	1250	1167	2417	210	0	801
Approach %	21.0	79.0	0.0	0.0	0.0	0.0	51.7	48.3	36.6	20.8	0.0	79.2
Total %	10.1	38.0	0.0	0.0	0.0	0.0	18.9	17.7	36.6	3.2	0.0	12.1

Peak Hour From 07:00 to 08:45 - Peak 1 of 1

6:45:00 AM

07:45

0.889

SIERRA COLLEGE BLVD.																				
Out	In	Total																		
495	838	1333																		
122	716	0																		
Right	Thru	Left																		
←	→	→																		
North																				
11/5/2006 7:15:00 AM																				
11/5/2006 8:00:00 AM																				
Unshifted																				
<table border="1"> <thead> <tr> <th colspan="3">Not Named</th> </tr> <tr> <th>Out</th> <th>In</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>392</td> <td>321</td> <td>713</td> </tr> <tr> <td>115</td> <td>0</td> <td>206</td> </tr> <tr> <td>Right</td> <td>Thru</td> <td>Left</td> </tr> <tr> <td>←</td> <td>→</td> <td>→</td> </tr> </tbody> </table>			Not Named			Out	In	Total	392	321	713	115	0	206	Right	Thru	Left	←	→	→
Not Named																				
Out	In	Total																		
392	321	713																		
115	0	206																		
Right	Thru	Left																		
←	→	→																		
<table border="1"> <thead> <tr> <th colspan="3">180 EB RAMP</th> </tr> <tr> <th>Out</th> <th>In</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Right</td> <td>Thru</td> <td>Left</td> </tr> <tr> <td>←</td> <td>→</td> <td>→</td> </tr> </tbody> </table>			180 EB RAMP			Out	In	Total	0	0	0	0	0	0	Right	Thru	Left	←	→	→
180 EB RAMP																				
Out	In	Total																		
0	0	0																		
0	0	0																		
Right	Thru	Left																		
←	→	→																		
<table border="1"> <thead> <tr> <th colspan="3">Not Named</th> </tr> <tr> <th>Out</th> <th>In</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>834</td> <td>559</td> <td>1393</td> </tr> <tr> <td>270</td> <td>289</td> <td>0</td> </tr> <tr> <td>Left</td> <td>Thru</td> <td>Right</td> </tr> <tr> <td>←</td> <td>→</td> <td>→</td> </tr> </tbody> </table>			Not Named			Out	In	Total	834	559	1393	270	289	0	Left	Thru	Right	←	→	→
Not Named																				
Out	In	Total																		
834	559	1393																		
270	289	0																		
Left	Thru	Right																		
←	→	→																		

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: I-80 NB Ramp

DAY: SATURDAY

PROJECT# 06-7188-002

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

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

NOON Peak Hr Begins at: 1200 PM

Adjusted to existing SL lane

PEAK VOLUMES =	151	290	0	8	407	78	247	0	192	0	0	0	1373
PEAK HR. FACTOR:		0.911			0.838			0.773			0.000		0.837

CONTROL: Signalized

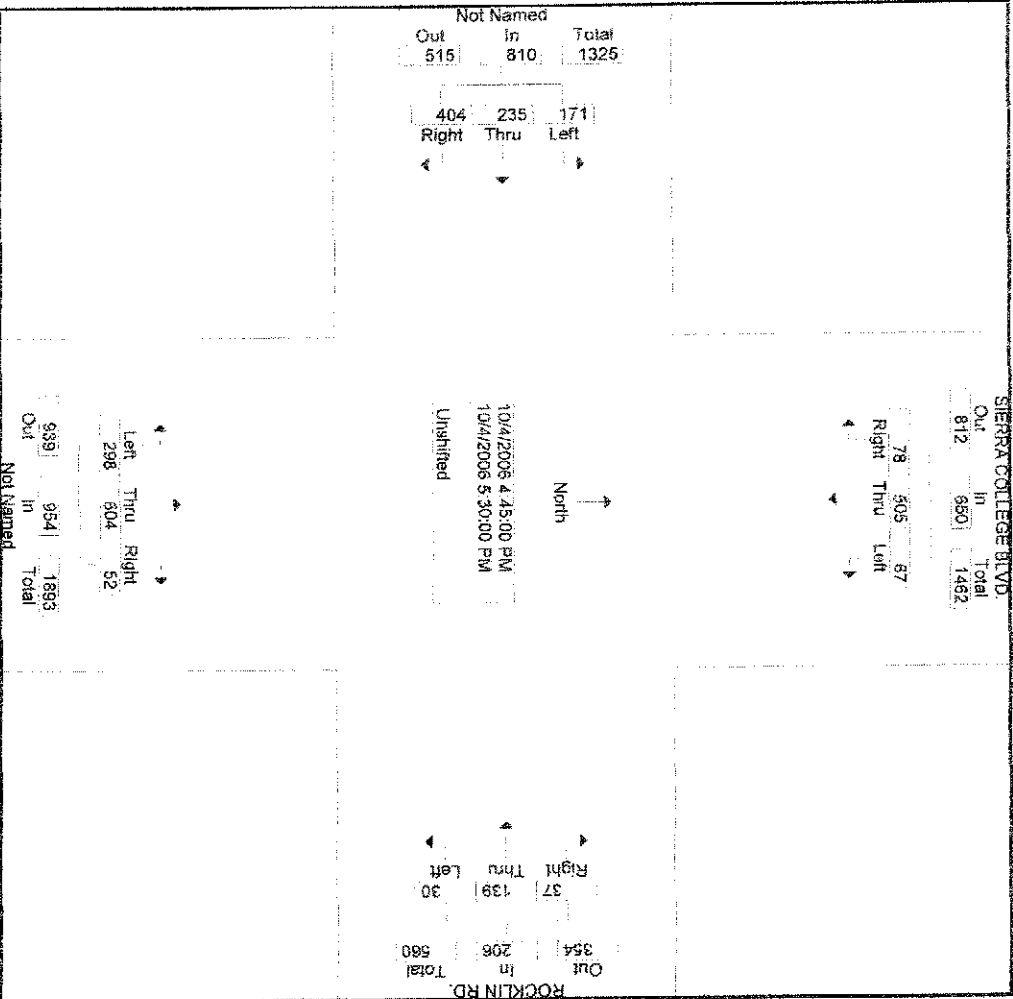
Groups Printed- Unshifted

Start Time	SIERRA COLLEGE BLVD.				ROCKLIN RD.				SIERRA COLLEGE BLVD.			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:00	9	113	8	130	7	40	13	60	4	106	62	172
07:15	15	111	15	141	13	46	10	69	9	105	81	195
07:30	17	100	15	132	16	16	16	77	16	127	106	249
07:45	7	79	13	99	23	46	26	94	19	109	112	240
Total	48	403	51	502	63	172	65	300	48	447	361	856
08:00	8	142	7	157	10	41	15	66	14	122	91	227
08:15	7	92	14	113	12	43	11	66	7	103	90	200
08:30	8	106	12	126	10	27	13	50	5	85	59	149
08:45	16	91	21	128	13	34	8	55	9	77	65	151
Total	39	431	54	524	45	146	47	237	35	387	305	727
16:00	13	119	21	153	9	30	11	50	10	138	73	221
16:15	16	115	10	141	10	29	9	48	9	145	71	225
16:30	22	110	16	148	9	35	10	54	11	106	75	192
16:45	18	139	15	172	11	31	8	50	14	131	82	227
Total	69	483	62	614	39	126	38	202	44	520	301	865
17:00	12	115	22	149	9	37	5	51	17	153	76	246
17:15	23	126	13	162	5	33	6	44	8	149	72	229
17:30	25	125	17	167	12	38	11	61	13	171	68	252
17:45	10	118	9	137	8	41	13	62	9	129	109	247
Total	70	484	61	615	34	149	35	218	47	602	325	974
Grand Total	226	1801	228	2255	181	591	185	957	174	1956	1292	3422
Approch %	10.0	79.9	10.1	25.0	18.9	61.8	19.3	10.6	5.1	57.2	37.8	37.9
Total %	2.5	20.0	2.5	25.0	2.0	6.5	2.0	10.6	1.9	21.7	14.3	37.9

Start Time	SIERRA COLLEGE BLVD.				ROCKLIN RD.				SIERRA COLLEGE BLVD.			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:15	47	432	50	529	66	173	67	306	58	463	390	911
08:00	8	142	7	157	10	41	15	66	14	122	91	227
07:45	8	142	7	157	23	45	26	94	16	127	106	249
Total	63	717	64	832	105	359	108	670	88	612	587	1487
Grand Total	226	1801	228	2255	181	591	185	957	174	1956	1292	3422
Approch %	10.0	79.9	10.1	25.0	18.9	61.8	19.3	10.6	5.1	57.2	37.8	37.9
Total %	2.5	20.0	2.5	25.0	2.0	6.5	2.0	10.6	1.9	21.7	14.3	37.9

SIERRA COLLEGE BLVD.			ROCKLIN RD.		
Out	In	Total	Out	In	Total
598	529	1127	222	306	528
47	432	50	66	173	67
Right	Thru	Left	Right	Thru	Left
←	→	→	←	→	→
Unshifted			Unshifted		
10/4/2006 7:18:00 AM			10/4/2006 8:00:00 AM		
North			North		
Not Named			Not Named		
Out	In	Total	Out	In	Total
510	425	1035	741	911	1652
242	114	69	390	463	58
Right	Thru	Left	Left	Thru	Right
←	→	→	←	→	→
Not Named			Not Named		

Start Time	SIERRA COLLEGE BLVD			ROCKLIN RD			Northbound			Eastbound						
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																
Intersection	78	505	67	37	139	30	206	52	604	298	954	404	235	171	810	2620
Volume	12.0	77.7	10.3	18.0	67.5	14.6	5.5	63.3	31.2	76	246	49.9	29.0	21.1	251	697
Percent	12	115	22	9	37	5	51	17	153	76	246	130	69	52	251	697
17:00 Volume																
Peak Factor																
High Int.	16:45			17:30			17:30				17:00					
Volume	18	139	15	12	38	11	61	13	171	68	262	130	69	52	251	697
Peak Factor				0.945			0.844				0.946				0.807	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra College Blvd. DATE: 08/26/2006 LOCATION: City of Rocklin
 E-W STREET: Rocklin Rd. DAY: SATURDAY PROJECT# 06-7188-001

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

TOTAL VOLUMES =	NL 375	NT 652	NR 58	SL 76	ST 608	SR 141	EL 169	ET 306	ER 330	WL 78	WT 312	WR 65	TOTAL 3170
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NOON Peak Hr Begins at: 1115 AM

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

CONTROL: Signalized

Groups Printed - Unshifted

Start Time	HORSESHOE BAR RD.				TAYLOR RD.				HORSESHOE BAR RD.				TAYLOR RD.				HORSESHOE BAR RD.				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	1	1	1	3	0	62	94	156	104	4	6	114	12	57	0	69	12	57	0	69	342
07:15	4	11	6	21	0	64	103	167	133	2	8	143	17	83	3	103	17	83	3	103	434
07:30	6	31	0	37	2	123	118	243	111	4	8	123	22	67	1	90	22	67	1	90	493
07:45	10	20	3	33	3	91	136	230	85	4	12	101	13	55	1	69	13	55	1	69	433
Total	21	63	10	94	5	340	451	796	433	14	34	461	64	262	5	331	64	262	5	331	1702
08:00	2	5	5	12	1	81	100	182	77	4	17	98	14	64	1	79	14	64	1	79	371
08:15	2	2	1	5	4	79	93	176	91	2	15	108	13	60	1	74	13	60	1	74	363
08:30	5	3	0	8	3	68	73	144	53	3	12	68	20	61	1	82	20	61	1	82	302
08:45	0	5	0	5	3	72	71	146	69	0	8	77	15	43	1	59	15	43	1	59	287
Total	9	15	6	30	11	300	337	648	290	9	52	351	62	228	4	294	62	228	4	294	1323
16:00	2	1	2	5	0	86	98	184	126	4	29	139	30	126	3	159	30	126	3	159	507
16:15	1	2	5	8	2	102	93	197	135	3	17	155	26	116	0	142	26	116	0	142	502
16:30	4	5	1	10	1	115	99	215	127	3	22	152	26	122	3	151	26	122	3	151	528
16:45	2	3	1	6	3	99	94	196	135	4	17	156	32	106	0	138	32	106	0	138	496
Total	9	11	9	29	6	402	384	792	523	14	85	622	114	470	6	590	114	470	6	590	2033
17:00	2	3	3	8	2	104	109	215	144	2	14	160	28	115	2	145	28	115	2	145	528
17:15	0	1	2	3	4	91	107	202	166	4	24	194	18	133	3	154	18	133	3	154	553
17:30	0	4	5	9	5	83	110	208	150	6	24	180	28	94	5	127	28	94	5	127	524
17:45	2	6	3	11	7	85	96	198	139	6	15	160	28	100	2	130	28	100	2	130	489
Total	4	14	13	31	18	373	422	813	599	18	77	694	102	442	12	556	102	442	12	556	2094
Grand Total	43	103	38	184	40	1415	1594	3049	1845	55	248	2148	342	1402	27	1771	342	1402	27	1771	7152
Approach %	23.4	56.0	20.7	2.6	1.3	46.4	52.3	42.6	85.9	2.6	11.5	30.0	19.3	79.2	1.5	24.8	19.3	79.2	1.5	24.8	
Total %	0.6	1.4	0.5	2.6	0.6	19.6	22.3	42.6	25.8	0.8	3.5	30.0	4.8	19.6	0.4	24.8	4.8	19.6	0.4	24.8	

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 FAX 786-2879

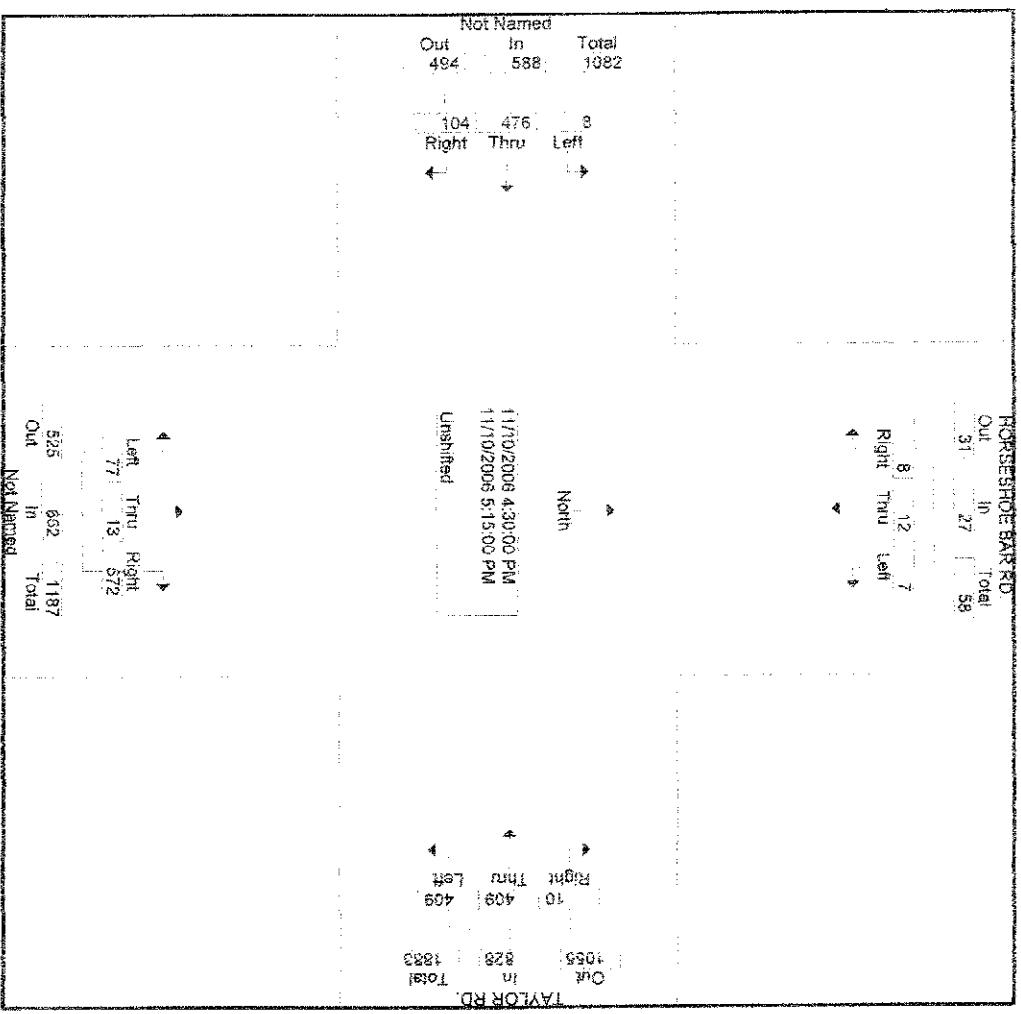
File Name : F-Horseshoe Bar-Taylor Rd
 Site Code : 00000000
 Start Date : 11/10/2006
 Page No : 2

HORSESHOE BARR RD.			TAYLOR RD.		
Out	In	Total	Out	In	Total
26	105	129	668	822	1511
22	67	14	6	359	457
Right	Thru	Left	Right	Thru	Left
66	269	6	668	822	1511
Right	Thru	Left	Right	Thru	Left
426	341	767	457	822	1511
Out	In	Total	Out	In	Total
590	485	1035	590	485	1035
Left	Thru	Right	Left	Thru	Right
45	14	406	45	14	406
Left	Thru	Right	Left	Thru	Right
Not Named	Not Named	Not Named	Not Named	Not Named	Not Named
66	269	6	66	269	6
Right	Thru	Left	Right	Thru	Left
Unshifted	Unshifted	Unshifted	Unshifted	Unshifted	Unshifted
11/10/2006 7:15:00 AM	11/10/2006 8:00:00 AM		11/10/2006 7:15:00 AM	11/10/2006 8:00:00 AM	

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File Name : F-Horseshoe Bar-Taylor Rd.
 Site Code : 00000000
 Start Date : 11/10/2006
 Page No : 3

Start Time	Southbound			Taylor Rd. Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Intersection 16:30	8	12	7	10	409	409	828	572	13	77	662	104	476
Volume	29.6	44.4	25.9	12	49.4	49.4	86.4	86.4	2.0	11.6	194	17.7	81.0
Percent	0	1	2	4	91	107	202	156	4	24	194	18	133
17:15 Volume													
Peak Factor	16:30	16:30	16:30	17:15	17:15	17:15	17:15	17:15	17:15	17:15	17:15	17:15	17:15
High Int.	4	5	1	1	115	99	215	166	4	24	194	18	133
Volume	0.675	0.675	0.675	0.963	0.963	0.963	0.963	0.963	0.853	0.853	0.853	0.952	0.952
Peak Factor													



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Taylor Rd.

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Horseshoe Bar Rd.

DAY: SATURDAY

PROJECT# 06-7188-012

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	22	620	215	604	616	17	12	22	14	184	28	548	2902

NOON Peak Hr Begins at: 1145 AM

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

CONTROL: Signalized

HORSESHOE BAR RD.

180 WB RAMP

Groups Printed - Unshifted

Start Time	Southbound			Westbound			Northbound			Eastbound			Int. Total			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
07:00	89	30	4	6	11	7	24	15	112	22	149	8	9	18	35	331
07:15	87	41	3	8	13	9	30	19	119	35	173	15	9	13	37	371
07:30	121	80	4	205	6	29	44	11	117	41	169	21	9	17	47	465
07:45	121	69	7	197	9	18	36	23	92	55	170	26	7	22	55	458
Total	418	220	18	656	29	71	134	68	440	153	661	70	34	70	174	1625
08:00	90	43	3	136	7	20	39	15	105	31	151	14	8	22	44	370
08:15	90	52	6	148	12	11	29	22	89	42	153	11	8	18	37	367
08:30	86	23	6	115	16	12	40	10	65	38	113	11	12	15	38	306
08:45	54	30	3	87	5	12	23	6	53	24	83	8	10	19	37	230
Total	320	148	18	486	40	55	131	53	312	135	500	44	38	74	166	1273

16:00	91	47	16	154	25	14	81	34	98	11	143	12	10	20	42	420
16:15	58	51	10	119	16	7	60	43	99	25	167	14	8	18	40	386
16:30	97	55	11	163	20	12	69	43	94	27	164	19	17	18	54	450
16:45	79	48	12	139	16	14	55	44	95	25	164	18	15	29	62	420
Total	325	201	49	575	77	47	265	164	386	88	638	63	50	85	198	1676
17:00	122	61	13	196	18	15	63	47	95	22	164	12	2	13	27	450
17:15	89	36	12	139	18	9	75	43	89	14	146	18	12	15	45	405
17:30	72	33	16	121	32	8	76	54	97	35	186	8	10	19	37	420
17:45	64	42	11	117	15	6	46	45	89	28	162	14	12	16	42	367
Total	347	174	52	573	83	38	260	189	370	99	658	52	36	63	151	1642
Grand Total	1410	743	137	2290	229	211	790	474	1508	476	2457	229	168	292	679	6216
Approch %	61.6	32.4	6.0	29.0	26.7	44.3	12.7	19.3	61.4	19.3	39.5	33.7	23.3	43.0	10.9	
Total %	22.7	12.0	2.2	36.8	3.7	3.4	12.7	7.6	24.3	7.6	39.5	3.7	2.5	4.7	10.9	

HORSESHOE BAR RD.

180 WB RAMP

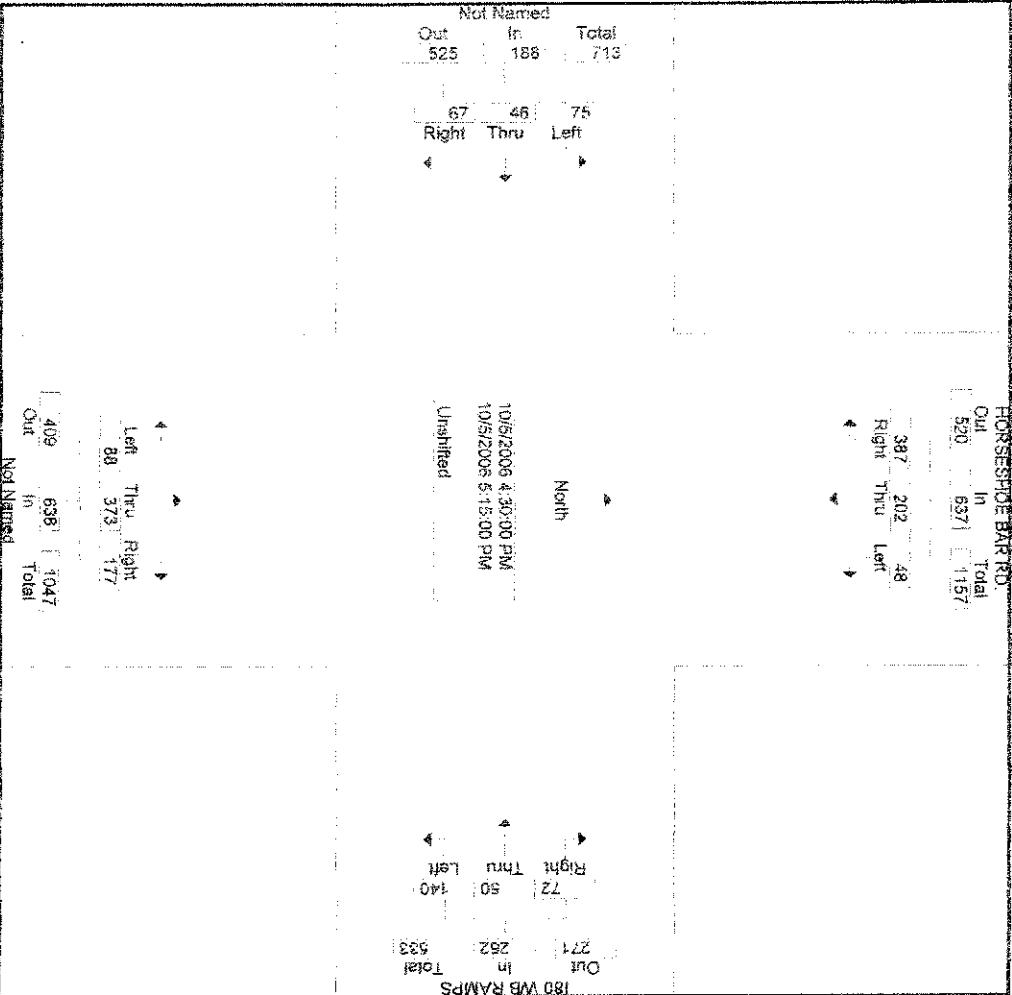
Start Time	Southbound			Westbound			Northbound			Eastbound			Int. Total			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
07:15	419	233	17	669	30	80	149	68	433	162	663	76	33	74	183	1664
Percent	62.6	34.8	2.5	20.1	63.7	26.2	44	10.3	65.3	24.4	189	41.5	18.0	40.4	47	465
07:30 Volume	121	80	4	205	6	29	44	11	117	41	189	21	9	17	47	465
Peak Factor	0.730			0.730			0.715				0.745					0.895
High Int. Volume	121	80	4	205	6	29	44	19	119	35	173	26	7	22	55	
Peak Factor				0.816			0.847				0.958				0.832	

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File Name : F-horseshoe bar-180sb ramps
 Site Code : 00000000
 Start Date : 10/5/2006
 Page No : 2

HORSESHOE BAR RD.			180 WB RAMP		
Out	In	Total	Out	In	Total
537	669	1206	118	149	267
419	233	17	30	60	39
Right	Thru	Left	Right	Thru	Left
76	33	74	76	33	74
Right	Thru	Left	Right	Thru	Left
661	183	844	661	183	844
Out	In	Total	Out	In	Total
348	663	1011	348	663	1011
Left	Thru	Right	Left	Thru	Right
162	433	68	162	433	68
Left	Thru	Right	Left	Thru	Right
Not Named	Not Named	Not Named	Not Named	Not Named	Not Named
Unshifted	Unshifted	Unshifted	Unshifted	Unshifted	Unshifted
10/5/2006 7:15:00 AM	10/5/2006 8:00:00 AM	10/5/2006 8:00:00 AM	10/5/2006 7:15:00 AM	10/5/2006 8:00:00 AM	10/5/2006 8:00:00 AM
North	North	North	North	North	North

Start time	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	In Total
Peak Hour From 16:30 to 17:45 - Peak 1 of 1													
Intersection	16:30												
Volume	387	202	48	637	72	50	140	282	177	373	88	638	67
Percent	60.8	31.7	7.5		27.5	19.1	53.4		27.7	58.5	13.8		35.6
17:00 Volume	122	61	13	196	18	15	30	63	47	95	22	164	12
Peak Factor													
High Int.	17:00				17:15				16:30				16:45
Volume	122	61	13	196	18	9	48	75	43	94	27	164	18
Peak Factor				0.813				0.873				0.973	
													15
													29
													62
													1725
													450
													0.958



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 SB Ramps

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Horseshoe Bar Rd.

DAY: SATURDAY

PROJECT# 06-7188-013

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	101	92	69	212	83	118	75	278	325	213	543	149	2258

NOON Peak Hr Begins at: 1145 AM

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

CONTROL: Signalized

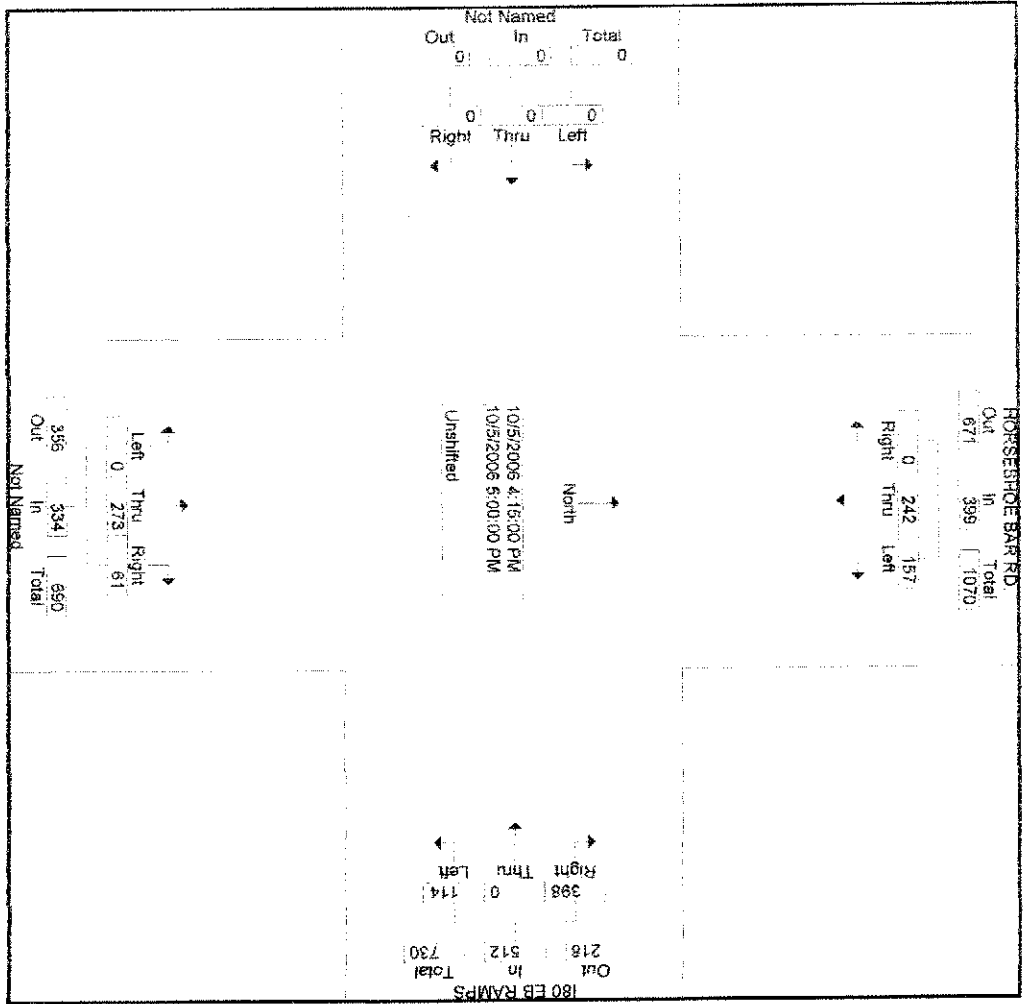
Groups Printed- Unshifted

Start Time	HORSESHOE BAR RD.				180 EB RAMP				180 EB RAMP				HORSESHOE BAR RD.			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:00	0	36	15	52	0	9	98	107	10	56	0	66	0	0	0	0
07:15	0	49	13	62	0	15	109	131	11	88	0	99	0	0	0	0
07:30	0	69	38	107	0	16	89	124	14	92	0	106	0	0	0	0
07:45	0	72	34	106	0	13	78	141	15	102	0	117	0	0	0	0
Total	0	226	101	327	0	53	374	455	50	340	0	390	0	0	0	0
08:00	0	55	13	68	0	11	91	107	10	71	0	81	0	0	0	0
08:15	0	41	27	68	0	16	84	138	10	88	0	98	0	0	0	0
08:30	0	37	10	47	0	12	67	126	14	57	0	71	0	0	0	0
08:45	0	27	16	43	0	14	64	115	4	45	0	49	0	0	0	0
Total	0	160	66	226	0	53	306	486	38	261	0	299	0	0	0	0
16:00	0	58	43	101	0	21	107	133	13	48	0	61	0	0	0	0
16:15	0	65	39	104	0	29	138	153	13	77	0	90	0	0	0	0
16:30	0	63	49	112	0	30	126	163	13	70	0	83	0	0	0	0
16:45	0	56	27	83	0	24	115	144	14	63	0	77	0	0	0	0
Total	0	242	158	400	0	104	486	585	53	258	0	311	0	0	0	0
17:00	0	58	42	100	0	31	133	153	21	63	0	84	0	0	0	0
17:15	0	58	44	102	0	31	122	144	14	63	0	77	0	0	0	0
17:30	0	50	29	79	0	36	163	194	9	61	0	70	0	0	0	0
17:45	0	57	27	84	0	39	134	163	14	52	0	66	0	0	0	0
Total	0	223	142	365	0	137	552	652	58	239	0	297	0	0	0	0
Grand Total	0	851	467	1318	0	347	1718	2197	199	1098	0	1297	0	0	0	0
Approch %	0.0	64.6	35.4	30.4	0.0	20.2	39.6	45.3	15.3	84.7	0.0	29.9	0.0	0.0	0.0	0.0
Total %	0.0	19.6	10.8	30.4	0.0	8.0	39.6	45.3	4.6	25.3	0.0	29.9	0.0	0.0	0.0	0.0

Start Time	HORSESHOE BAR RD.				180 EB RAMP				180 EB RAMP				HORSESHOE BAR RD.			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
07:15	0	245	98	343	0	55	367	433	50	353	0	403	0	0	0	0
Percent	0.0	71.4	28.6	85.0	0.0	15.0	12.4	87.6	12.4	87.6	0.0	106	0.0	0.0	0.0	0.0
07:30 Volume	0	69	38	107	0	16	89	141	14	92	0	106	0	0	0	0
Peak Factor	0	69	38	107	0	15	109	141	15	102	0	117	0	0	0	0
High Int.	07:30				07:15				07:45				6:45:00 AM			
Volume	0	69	38	107	94	15	109	141	15	102	0	117	0	0	0	0
Peak Factor	0	69	38	107	0.801	0.842	0.861	0.861	0.842	0.861	0.861	0.861	0.861	0.861	0.861	0.861
Int. Total																1113
																302
																0.921

HORSESHOE BAR RD		180 EB RAMP	
Out	In	Out	In
665	343	148	367
Total 1008		Total 515	
0 245 98 Right Thru Left		312 0 55 Right Thru Left	
0 0 0 Right Thru Left		0 0 0 Right Thru Left	
Out In Total 0 0 0		Out In Total 0 0 0	
North			
10/5/2006 7:15:00 AM 10/5/2006 8:00:00 AM Unshifted			
300 403 703 Out In Total		300 403 703 Out In Total	
0 353 50 Left Thru Right		0 353 50 Left Thru Right	
Not Named			

Start Time	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Inl. Total
Intersection 16:15	0	242	157	399	398	0	114	512	61	273	0	334	0
Percent	0.0	60.7	39.3		77.7	0.0	22.3		18.3	81.7	0.0	90	0.0
16:15 Volume	0	65	39	104	109	0	29	138	13	77	0	90	0
Peak Factor													0.938
High Int. Volume	16:30	0	63	49	112	109	0	29	138	13	77	90	0.928
Peak Factor				0.891				0.928				0.928	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-80 NB Ramps DATE: 08/19/2006 LOCATION: City of Rocklin
 E-W STREET: Horseshoe Bar Rd. DAY: SATURDAY PROJECT# 06-7188-014

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	101	0	411	151	416	0	0	498	82	1659

NOON Peak Hr Begins at: 1145 AM

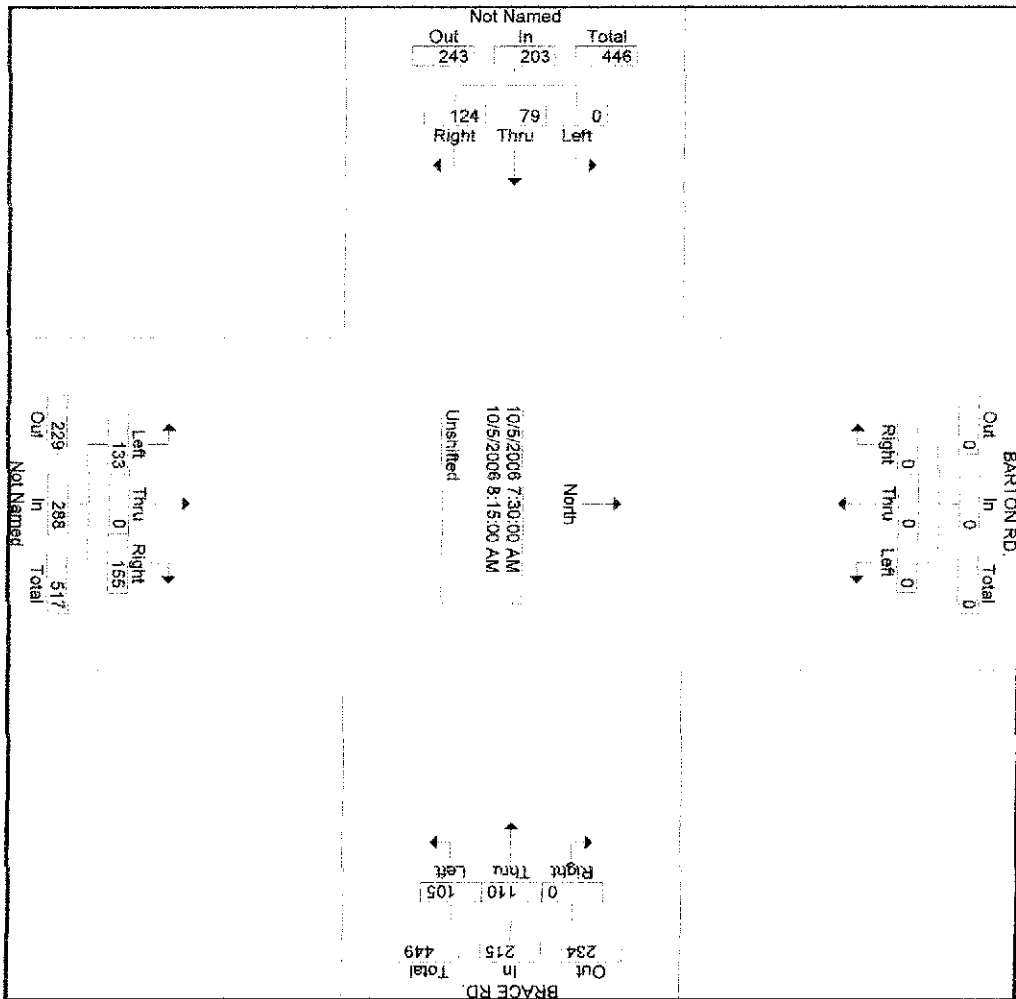
PEAK VOLUMES =	0	0	0	46	0	206	88	256	0	0	257	45	898
PEAK HR. FACTOR:		0.000			0.887			0.000			0.932		0.976

CONTROL: 1 Way Stop

Groups Printed - Unshifed

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

Start Time	BARTON RD. Southbound				BRACE RD. Westbound				Northbound				Eastbound				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
	07:30				08:00				07:30				08:15				
07:30	0	0	0	0	110	105	215	155	0	133	288	124	79	0	203	706	
08:00	0	0	0	0	51.2	48.8	74	53.8	0	46.2	76	61.1	38.9	0	48	198	
08:15	0	0	0	0	52	22	74	33	0	43	76	30	18	0	48	198	
Total	0	0	0	0	215	176	363	342	0	322	640	215	135	0	488	1092	
High Int. Volume	0	0	0	0	52	22	74	55	0	30	76	48	34	0	82	0.891	
Peak Factor	0	0	0	0	0.726	0.726	0.726	0.726	0	0.847	0.847	0.847	0.847	0	0.619		



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Barton Rd

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Brace Rd

DAY: SATURDAY

PROJECT# 06-7188-015

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

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	32	0	147	0	0	0	0	105	34	128	107	0	553

NOON Peak Hr Begins at: 1200 PM

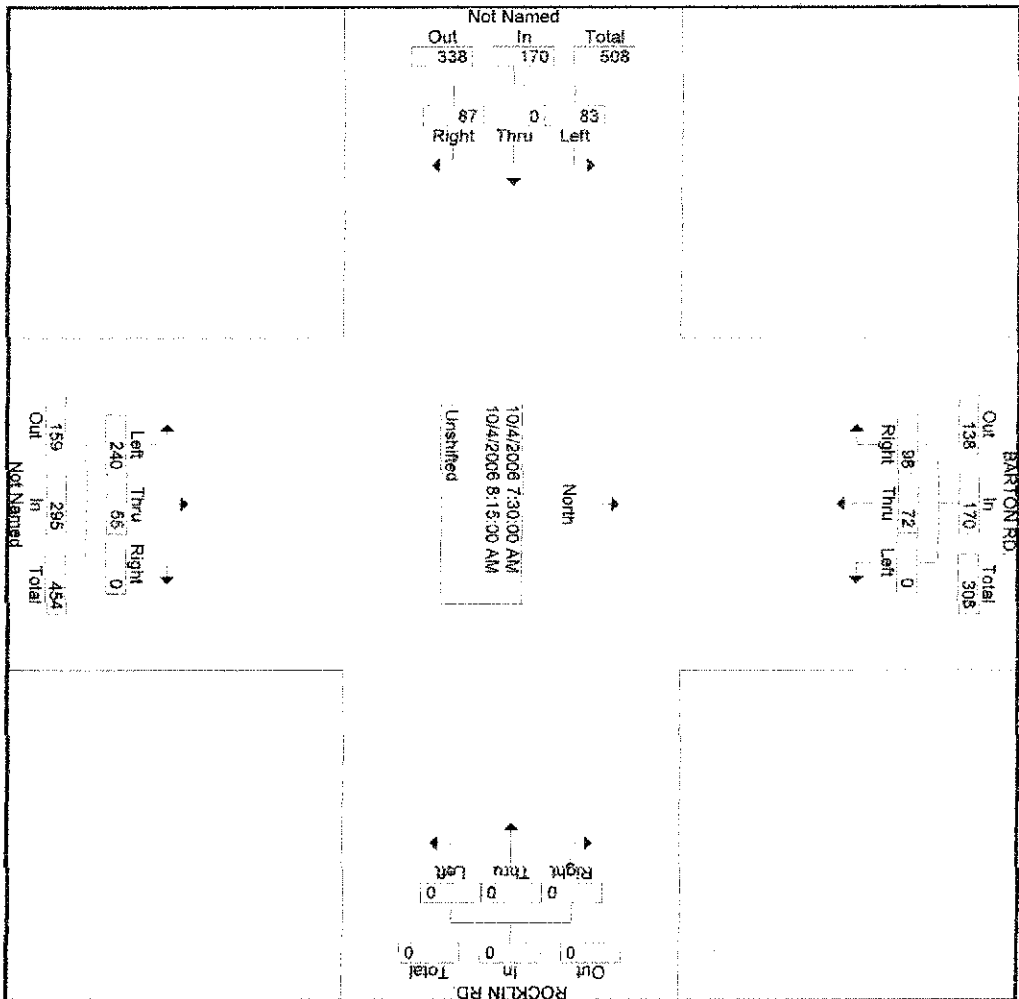
PEAK VOLUMES =	22	0	90	0	0	0	0	52	21	60	56	0	301
PEAK HR. FACTOR:		0.933			0.000			0.730			0.000		0.918

CONTROL: One-Way Stop

Groups Printed - Unshifted

Start Time	BARTON RD. Southbound			ROCKLIN RD. Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00	10	9	0	0	0	0	0	14	39	53	30	12
07:15	17	10	0	0	0	0	0	16	41	57	32	19
07:30	24	17	0	0	0	0	0	17	67	84	23	11
07:45	32	22	0	0	0	0	0	13	80	93	18	20
Total	83	58	0	0	0	0	0	60	227	287	103	62
08:00	19	14	0	0	0	0	0	13	42	55	28	35
08:15	23	19	0	0	0	0	0	12	51	63	18	17
08:30	18	15	0	0	0	0	0	9	33	42	25	12
08:45	13	12	0	0	0	0	0	11	34	45	26	21
Total	73	60	0	0	0	0	0	45	160	205	97	85
16:00	11	10	0	0	0	0	0	8	30	38	59	15
16:15	15	6	0	0	0	0	0	14	42	56	53	13
16:30	18	13	0	0	0	0	0	11	39	50	51	13
16:45	13	12	0	0	0	0	0	23	41	64	50	15
Total	57	41	0	0	0	0	0	56	152	208	213	56
17:00	9	12	0	0	0	0	0	20	31	51	88	20
17:15	17	12	0	0	0	0	0	11	26	37	48	9
17:30	13	17	0	0	0	0	0	12	50	62	45	12
17:45	12	12	0	0	0	0	0	13	47	60	44	13
Total	51	53	0	0	0	0	0	56	154	210	225	54
Grand Total	264	212	0	0	0	0	0	217	693	910	638	257
Approch %	55.5	44.5	0.0	0.0	0.0	0.0	0.0	23.8	76.2	71.3	71.3	28.7
Total %	11.6	9.3	0.0	0.0	0.0	0.0	0.0	9.5	30.4	39.9	28.0	11.3

Start Time	BARTON RD. Southbound			ROCKLIN RD. Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:30	98	72	0	0	0	0	0	55	240	295	87	0
Volume	57.6	42.4	0.0	0.0	0.0	0.0	0.0	18.6	81.4	93	51.2	0.0
Percent	32	22	0	0	0	0	0	13	80	93	18	0
07:45 Volume	32	22	0	0	0	0	0	13	80	93	18	0
Peak Factor	0.745	0.745	0	0	0	0	0	0.745	0.745	0.745	0.745	0
High Int. Volume	32	22	0	0	0	0	0	13	80	93	28	35
Peak Factor	0.787	0.787	0	0	0	0	0	0.787	0.787	0.787	0.787	0.675
Grand Total	264	212	0	0	0	0	0	217	693	910	638	257
Approch %	55.5	44.5	0.0	0.0	0.0	0.0	0.0	23.8	76.2	71.3	71.3	28.7
Total %	11.6	9.3	0.0	0.0	0.0	0.0	0.0	9.5	30.4	39.9	28.0	11.3



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Barton Rd

DATE: 08/19/2006

LOCATION: City of Rocklin

E-W STREET: Rocklin Rd.

DAY: SATURDAY

PROJECT# 06-7188-009

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

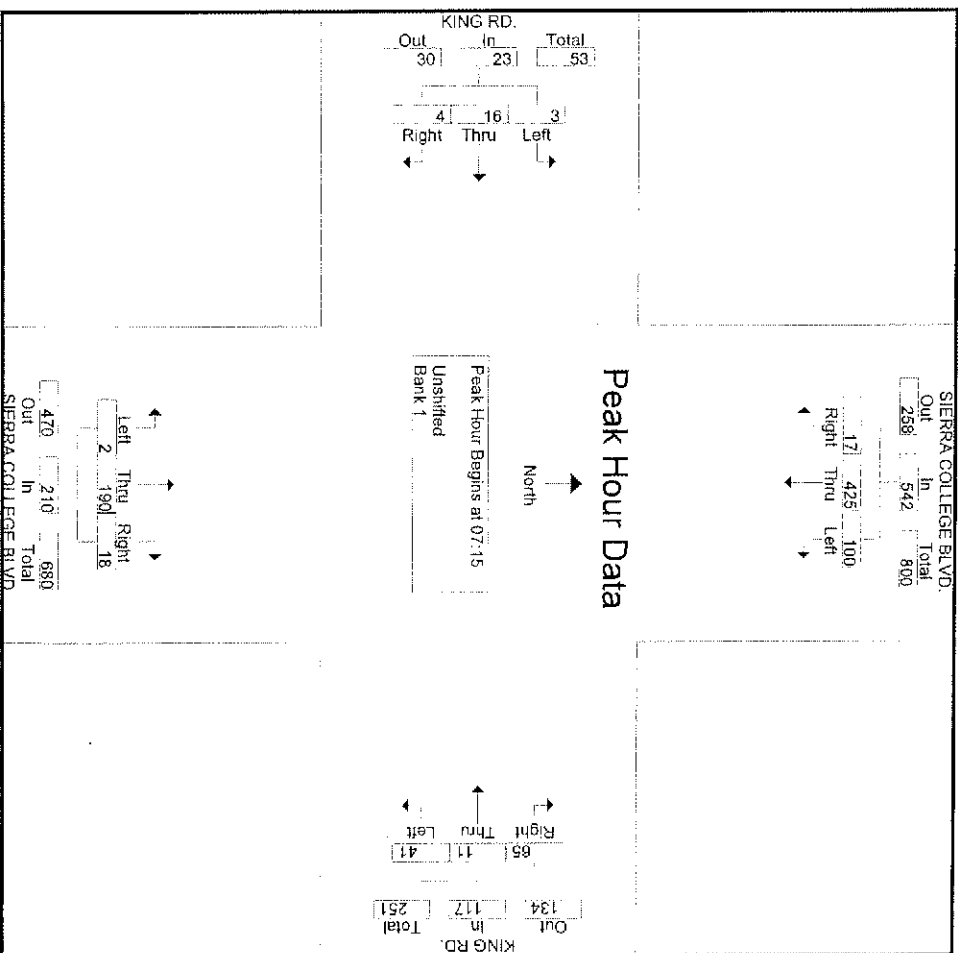
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	186	83	0	0	63	186	114	0	298	0	0	0	930

NOON Peak Hr Begins at: 1145 AM

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

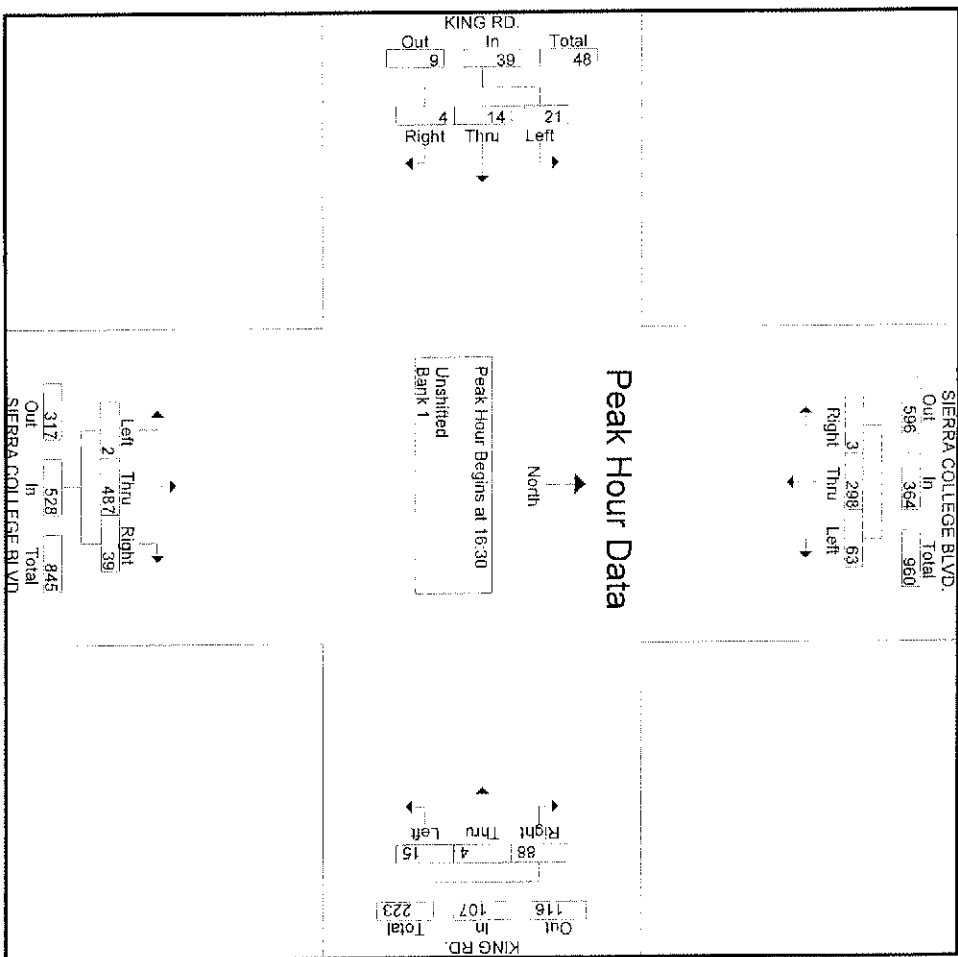
CONTROL: Signalized

Start Time	SIERRA COLLEGE BLVD. Southbound			KING RD. Westbound			SIERRA COLLEGE BLVD. Northbound			KING RD. Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour for Entire Intersection Begins at 07:15															
07:15	32	90	4	8	4	12	24	1	49	3	53	2	6	0	211
07:30	25	123	3	12	1	20	33	0	54	3	57	1	3	1	246
07:45	26	110	6	12	4	17	33	1	39	9	48	0	6	1	231
08:00	17	102	4	9	2	16	27	0	48	3	51	0	1	2	204
Total Volume	100	425	17	41	11	65	117	2	190	18	210	3	16	4	892
% App. Total	18.5	78.4	3.1	3.5	9.4	55.6	8.6	1	90.5	8.6	210	13	69.6	17.4	892
PHF	.781	.864	.708	.854	.688	.813	.886	.500	.880	.500	.921	.375	.667	.500	.907



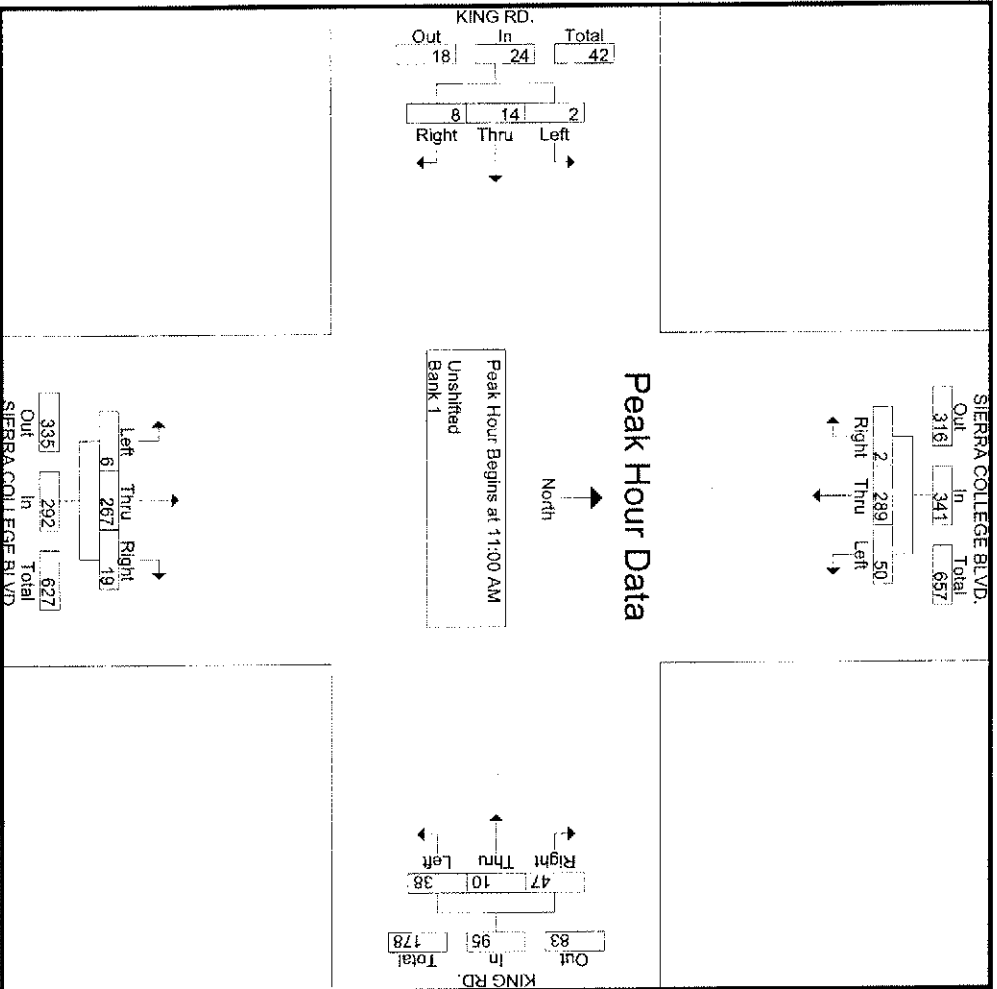
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:30

Time	16:30	16:45	17:00	17:15	Total Volume	% App. Total	PHF
SIERRA COLLEGE BLVD. In	71	80	74	73	298	81.9	.931
SIERRA COLLEGE BLVD. Out	16	17	9	21	63	17.3	.750
SIERRA COLLEGE BLVD. Total	87	97	83	94	361	99.2	.929
KING RD. In	23	23	21	25	92	25.7	.333
KING RD. Out	30	17	0	88	135	37.8	.750
KING RD. Total	53	40	21	113	207	58.5	.929
SIERRA COLLEGE BLVD. Left	100	20	22	107	250	70.4	.250
SIERRA COLLEGE BLVD. Thru	425	17	20	88	530	150.4	.886
SIERRA COLLEGE BLVD. Right	17	17	0	2	36	10.4	.336
SIERRA COLLEGE BLVD. Total	542	54	42	117	755	213.2	.936
KING RD. Left	3	0	0	1	4	1.1	.500
KING RD. Thru	16	0	0	14	30	8.5	.500
KING RD. Right	4	0	0	3	7	2.0	.500
KING RD. Total	23	0	0	8	31	8.6	.500
SIERRA COLLEGE BLVD. Left	100	20	22	107	250	70.4	.250
SIERRA COLLEGE BLVD. Thru	425	17	20	88	530	150.4	.886
SIERRA COLLEGE BLVD. Right	17	17	0	2	36	10.4	.336
SIERRA COLLEGE BLVD. Total	542	54	42	117	755	213.2	.936
KING RD. Left	3	0	0	1	4	1.1	.500
KING RD. Thru	16	0	0	14	30	8.5	.500
KING RD. Right	4	0	0	3	7	2.0	.500
KING RD. Total	23	0	0	8	31	8.6	.500
Total Volume	63	173	298	364	838	235.7	.958



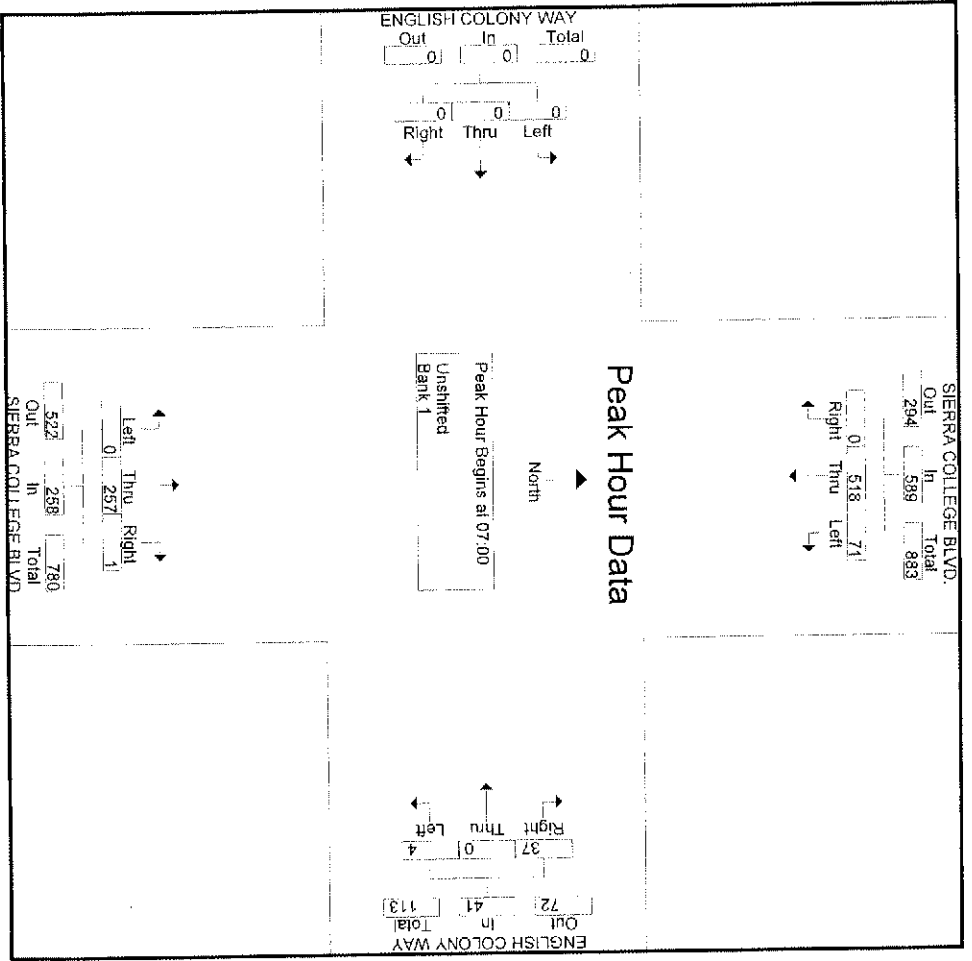
Start Time	SIERRA COLLEGE BLVD.						KING RD.						SIERRA COLLEGE BLVD.						KING RD.													
	Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound										
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left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

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



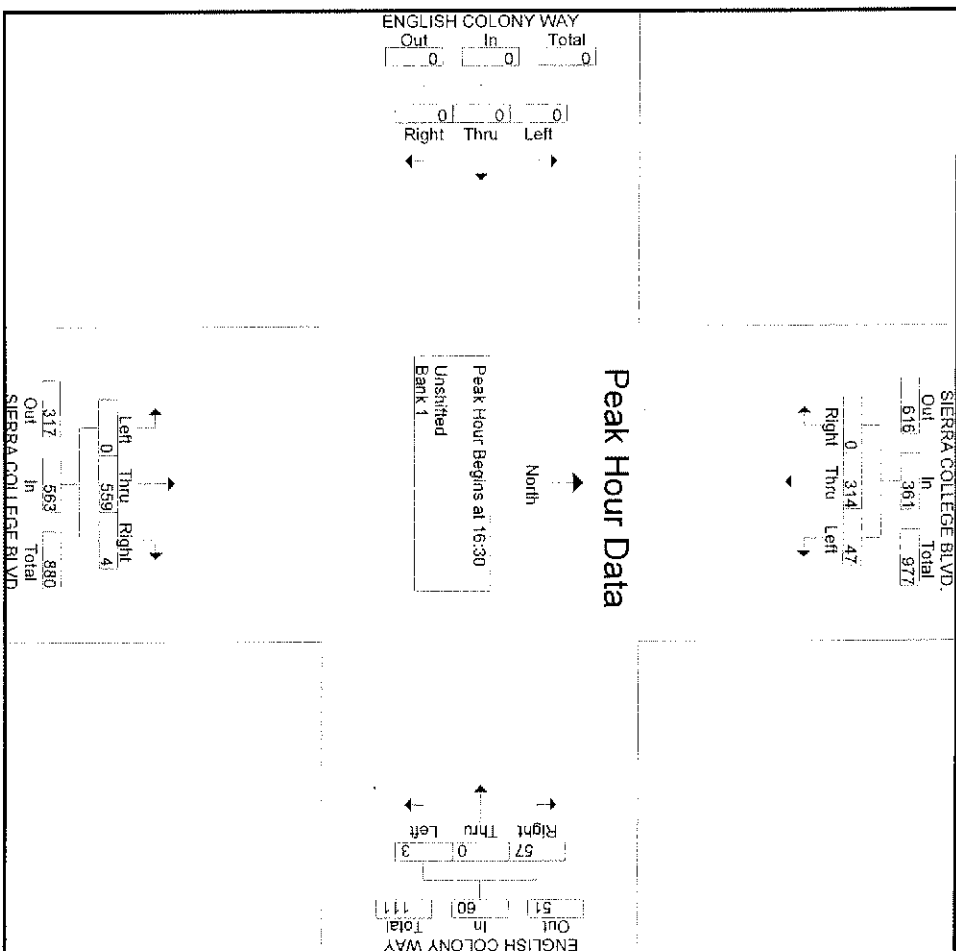
Start Time	SIERRA COLLEGE BLVD. Southbound			ENGLISH COLONY WAY Westbound			SIERRA COLLEGE BLVD. Northbound			ENGLISH COLONY WAY Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	20	101	0	1	0	8	9	0	73	1	0	0	204
07:15	20	134	0	1	0	9	10	0	67	0	0	0	231
07:30	17	150	0	2	0	8	10	0	58	0	0	0	235
07:45	14	133	0	0	0	12	12	0	59	0	0	0	218
Total Volume	71	518	0	4	0	37	41	0	257	1	0	0	888
% App. Total	12.1	87.9	0	9.8	0	90.2	41	0	99.6	0.4	0	0	888
PHF	.888	.863	.000	.500	.000	.771	.854	.000	.880	.250	.000	.000	.945

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00



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

Time	16:30	16:45	17:00	17:15	Total Volume	% App. Total	PHF
English Colony Way (Top)	0	0	0	0	0	0.000	
Sierra College Blvd. (Left)	107	86	71	97	361	.843	
Sierra College Blvd. (Right)	16	12	15	14	57	.891	
English Colony Way (Bottom)	17	13	16	14	60	.882	
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	130	142	142	145	559	.964	
Total Volume	47	11	13	7	78	.863	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863	.863	.000
Total	107	86	71	97	361	.843	
Total Volume	130	142	142	145	559	.964	
% App. Total	13	11	13	7	78	.863	
PHF	.734	.863	.863	.863	.863 </		



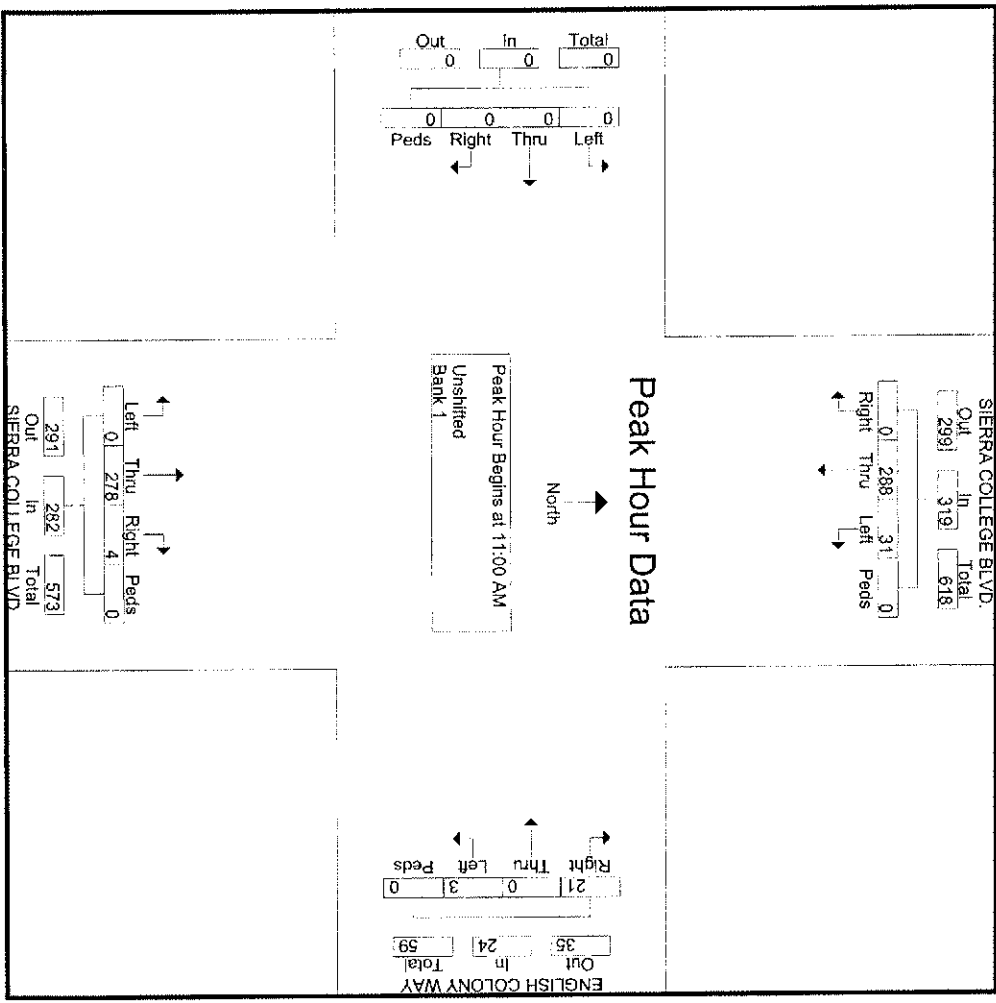
Groups Printed- Unshifted - Bank 1																					
SIERRA COLLEGE BLVD.					ENGLISH COLONY WAY					SIERRA COLLEGE BLVD.											
Southbound					Westbound					Northbound											
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	78	12	0	90	5	0	1	0	6	0	58	0	0	58	0	0	0	0	0	154
11:15 AM	0	78	5	0	83	5	0	1	0	6	3	72	0	0	75	0	0	0	0	0	164
11:30 AM	0	61	10	0	71	6	0	1	0	7	1	79	0	0	80	0	0	0	0	0	158
11:45 AM	0	71	4	0	75	5	0	0	0	5	0	69	0	0	69	0	0	0	0	0	149
Total	0	288	31	0	319	21	0	3	0	24	4	278	0	0	282	0	0	0	0	0	625
Total Volume	0	90.3	9.7	0	100	87.5	0	12.5	0	100	1.4	98.6	0	0	100	0	0	0	0	0	625
% App. Total	0	923	646	0	886	875	0	750	0	857	333	880	0	0	881	0	0	0	0	0	953
PHF																					
SIERRA COLLEGE BLVD.					ENGLISH COLONY WAY					SIERRA COLLEGE BLVD.											
Southbound					Westbound					Northbound					Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total																					
Grand Total	0	563	62	0	625	41	0	4	0	45	8	547	0	0	555	0	0	0	0	0	1225
Approch %	0	90.1	9.9	0	100	91.1	0	8.9	0	100	1.4	98.6	0	0	100	0	0	0	0	0	100
Total %	0	46	5.1	0	51	3.3	0	0.3	0	3.7	0.7	44.7	0	0	45.3	0	0	0	0	0	1225
Unshifted	0	563	62	0	625	41	0	4	0	45	8	547	0	0	555	0	0	0	0	0	1225
% Unshifted	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																					
Total	0	275	31	0	306	20	0	1	0	21	4	269	0	0	273	0	0	0	0	0	600
12:00 PM																					
12:00 PM	0	63	7	0	70	7	0	0	0	7	1	61	0	0	62	0	0	0	0	0	139
12:15 PM																					
12:15 PM	0	66	9	0	75	2	0	0	0	2	1	83	0	0	84	0	0	0	0	0	161
12:30 PM																					
12:30 PM	0	66	6	0	72	3	0	0	0	3	1	71	0	0	72	0	0	0	0	0	147
12:45 PM																					
12:45 PM	0	80	9	0	89	8	0	1	0	9	1	54	0	0	55	0	0	0	0	0	153
Total	0	275	31	0	306	20	0	1	0	21	4	269	0	0	273	0	0	0	0	0	600

All Traffic Data | Inc.

771-8700

FAX (916) 786-2879

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



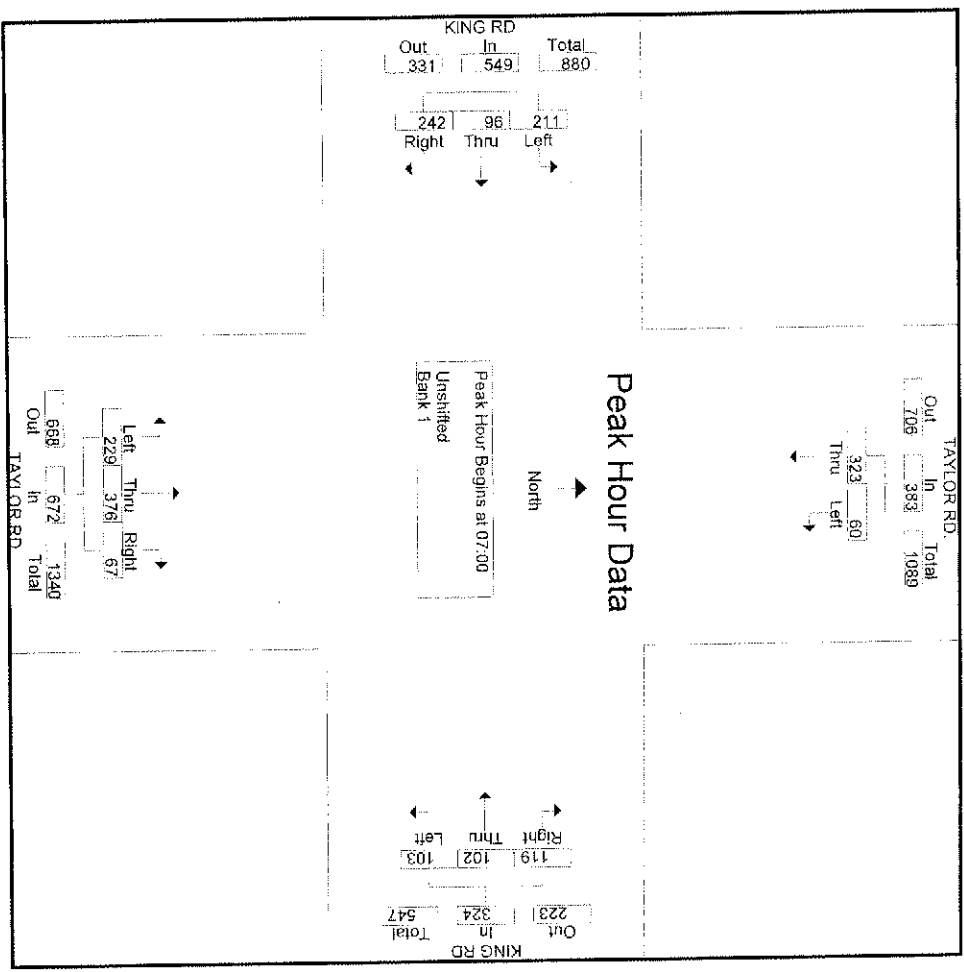
Start Time	TAYLOR RD. Southbound				KING RD Westbound				TAYLOR RD Northbound				KING RD Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:00	11	50	22	61	10	12	20	42	68	73	8	149	40	16	61	117	22	369	391
07:15	17	71	25	88	17	19	34	70	58	126	13	197	73	16	40	129	25	484	509
07:30	14	99	35	113	30	30	53	113	43	118	22	183	73	32	66	171	35	580	615
07:45	18	103	45	121	46	41	12	99	60	59	24	143	25	32	75	132	45	495	540
Total	60	323	127	383	103	102	119	324	229	376	67	672	211	96	242	549	127	1928	2055
08:00	7	45	13	52	39	23	6	68	61	42	29	132	12	32	50	94	13	346	359
08:15	5	48	7	53	41	18	4	63	55	36	33	124	8	20	54	82	7	322	329
08:30	4	37	5	41	22	9	8	39	43	25	21	89	18	16	58	92	5	281	286
08:45	3	38	11	41	27	12	5	44	51	32	10	93	11	14	52	77	11	255	266
Total	19	168	36	187	129	62	23	214	210	135	93	438	49	82	214	345	36	1184	1220

*** BREAK ***

Start Time	TAYLOR RD. Southbound				KING RD Westbound				TAYLOR RD Northbound				KING RD Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
16:00	6	75	32	81	25	25	14	64	91	68	32	191	16	26	97	139	32	475	507	
16:15	8	57	22	65	16	25	7	48	103	79	37	219	17	23	73	113	22	445	467	
16:30	10	58	10	68	29	13	5	47	81	66	22	169	24	21	92	137	10	421	431	
16:45	4	49	17	53	25	20	6	51	87	69	23	179	10	21	55	86	17	369	386	
Total	28	239	81	267	95	83	32	210	362	282	114	758	67	91	317	475	81	1710	1791	
17:00	7	71	18	79	38	28	2	68	58	80	32	170	19	39	88	146	18	482	480	
17:15	9	38	10	47	40	31	9	80	63	63	28	154	17	29	68	114	10	395	405	
17:30	8	39	10	47	25	15	4	44	57	70	43	170	20	31	52	103	10	364	374	
17:45	5	49	13	54	24	17	9	50	47	65	26	138	8	14	39	61	13	303	316	
Total	29	197	51	226	127	91	24	242	225	278	129	632	64	113	247	424	51	1524	1575	
Grand Total	136	927	295	1063	454	338	198	990	1026	1071	403	2500	391	382	1020	1793	295	6346	6641	
Approch %	12.8	87.2		16.8	45.9	34.1	20	15.6	41	42.8	16.1	39.4	6.2	21.3	56.9	28.3	4.4	95.6		
Total %	2.1	14.6		7.2	5.3	3.1	3.1	15.2	16.2	16.9	6.4	39.4	6.2	6	16.1	28.3	0	95.6		
Unshifted	136	927		1358	454	338	198	980	1026	1071	403	2500	391	382	1020	1793	0	6641		
% Unshifted	100	100		100	100	100	100	100	100	100	100	100	100	100	100	100	0	0	100	
Bank 1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bank 1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

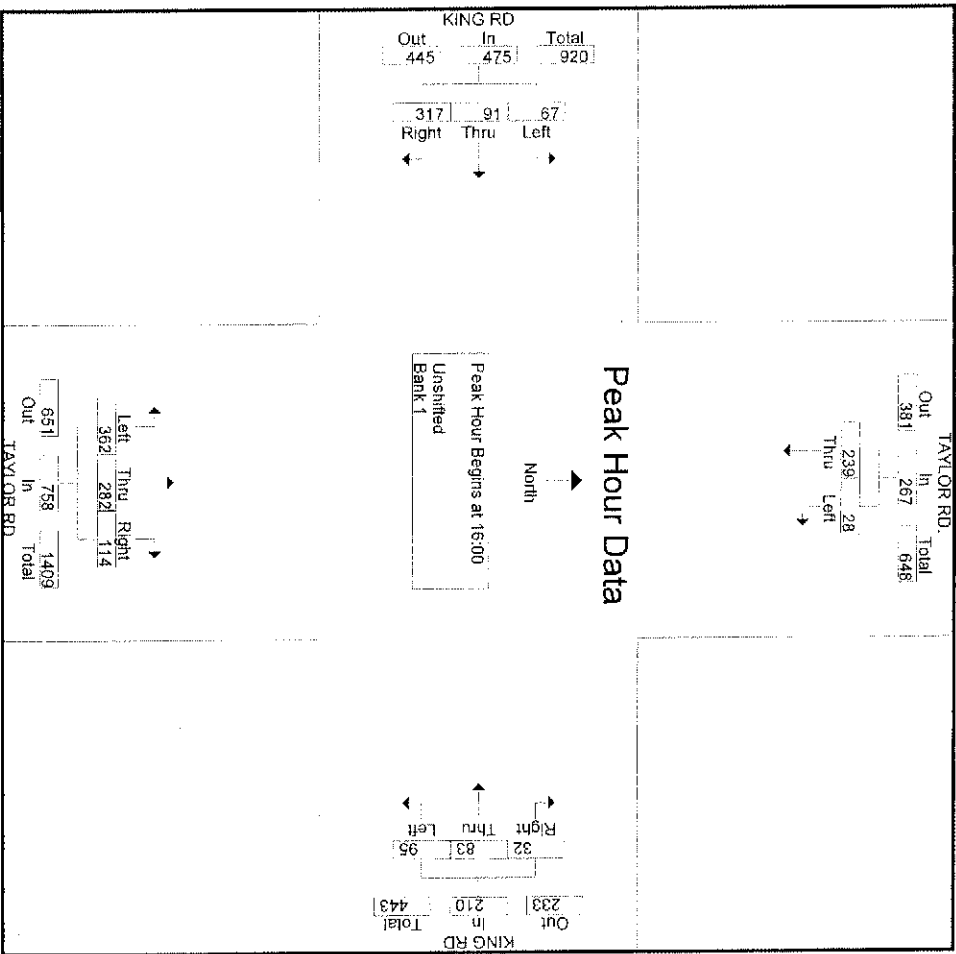
Start Time	TAYLOR RD. Southbound				KING RD Westbound				TAYLOR RD Northbound				KING RD Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:00	11	50	22	61	10	12	20	42	68	73	8	149	40	16	61	117	22	369	391
07:15	17	71	25	88	17	19	34	70	58	126	13	197	73	16	40	129	25	484	509
07:30	14	99	35	113	30	30	53	113	43	118	22	183	73	32	66	171	35	580	615
07:45	18	103	45	121	46	41	12	99	60	59	24	143	25	32	75	132	45	495	540
Total	60	323	127	383	103	102	119	324	229	376	67	672	211	96	242	549	127	1928	2055

Peak Hour Analysis From 07:00 to 09:00 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00



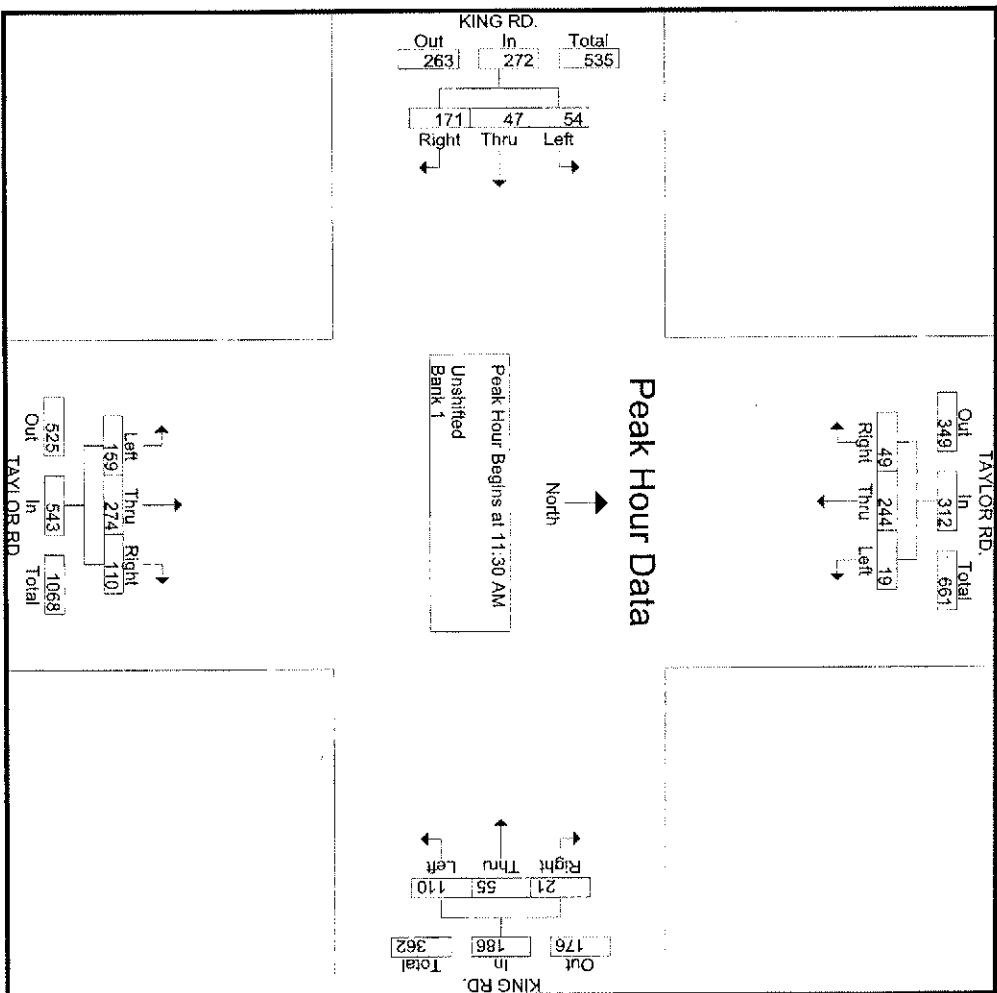
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:00

16:00	6	75	81	25	25	14	64	91	68	32	191	16	26	97	139	475
16:15	8	57	65	16	25	7	48	103	79	37	219	17	23	73	113	445
16:30	10	58	68	29	13	5	47	81	66	22	169	24	21	92	137	421
16:45	4	49	53	25	20	6	51	87	69	23	179	10	21	55	86	369
Total Volume	28	239	267	95	83	32	210	362	282	114	758	67	91	317	475	1710
% App Total	10.5	89.5	824	45.2	39.5	15.2	820	47.8	37.2	15	865	14.1	19.2	68.7	817	900
PHF	700	797	824	819	830	571	820	879	892	770	865	698	875	817	854	900



Groups Printed - Unshifted - Bank 1																		
	TAYLOR RD. Southbound				KING RD. Westbound				TAYLOR RD. Northbound				KING RD. Eastbound					
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	8	42	6	6	56	2	14	35	51	21	47	32	100	32	12	11	55	262
11:15 AM	10	60	2	2	72	1	13	27	41	22	53	36	111	39	13	10	62	286
11:30 AM	15	75	5	5	95	7	11	30	48	23	65	39	127	40	13	17	70	340
11:45 AM	11	68	4	4	83	10	18	36	64	31	75	45	151	51	10	17	78	376
Total	44	245	17	17	306	20	56	128	204	97	240	152	489	162	48	55	265	1264
12:00 PM	9	51	6	6	66	2	16	24	42	29	67	32	128	42	13	11	66	302
12:15 PM	14	50	4	4	68	2	10	20	32	27	67	43	137	38	11	9	58	295
12:30 PM	6	50	4	4	60	7	12	19	38	20	59	29	108	33	12	13	58	264
12:45 PM	14	57	4	4	75	8	15	27	50	33	78	45	156	30	11	6	47	328
Total	43	208	18	18	269	19	53	90	162	109	271	149	529	143	47	39	229	1189
Grand Total	87	453	35	35	575	39	109	218	366	206	511	301	1018	305	95	94	494	2453
Approch %	15.1	78.8	6.1	6.1	23.4	10.7	29.8	59.6	14.9	20.2	50.2	29.6	41.5	61.7	19.2	19	20.1	
Total %	3.5	18.5	1.4	1.4	5.3	1.6	4.4	8.9	2.3	8.4	20.8	12.3	16.6	12.4	3.9	3.8	4.7	
Unshifted	87	453	35	35	575	39	109	218	366	206	511	301	1018	305	95	94	494	2453
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																		
	TAYLOR RD. Southbound				KING RD. Westbound				TAYLOR RD. Northbound				KING RD. Eastbound					
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:30 AM	15	75	5	5	95	7	11	30	48	23	65	39	127	40	13	17	70	340
11:45 AM	11	68	4	4	83	10	18	36	64	31	75	45	151	51	10	17	78	376
12:00 PM	9	51	6	6	66	2	16	24	42	29	67	32	128	42	13	11	66	302
12:15 PM	14	50	4	4	68	7	12	19	38	20	59	29	108	33	12	13	58	264
Total	49	244	19	19	312	21	55	110	186	110	274	159	543	171	47	54	272	1313
Total Volume	15.7	78.2	6.1	6.1	23.4	11.3	29.6	59.1	14.9	20.3	50.5	29.3	41.5	62.9	17.3	19.9	20.1	
% App. Total	81.7	81.3	79.2	79.2	82.1	52.5	76.4	76.4	72.7	88.7	91.3	88.3	89.9	83.8	90.4	79.4	87.2	87.3



APPENDIX A
EXISTING LOS WORKSHEETS

DRAFT

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	30	344	591	218	482	23	26	182	51	441	85	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	344	591	218	482	23	26	182	51	441	85	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	30	344	591	218	482	23	26	182	51	485	85	118

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.56	0.44	1.70	0.30	1.00
Final Sat.:	1375	2750	1375	1375	2626	124	1375	2147	603	2342	408	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.43	0.16	0.18	0.18	0.02	0.08	0.08	0.21	0.21	0.09
Crit Vol:			591	218					117	285		
Crit Moves:			****	****					****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	19	13	12	333	8	114	140	781	13	7	578	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	12	333	8	114	140	781	13	7	578	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	19	13	12	366	8	114	140	781	13	7	578	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.52	0.48	1.96	0.04	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	717	658	2694	56	1375	1375	2704	46	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.14	0.14	0.08	0.10	0.29	0.29	0.00	0.21	0.00
Crit Vol:	25			187			140			289		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	172	2	268	0	680	452	372	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	2	268	0	680	452	372	945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	172	2	268	0	680	452	372	945	0

Saturation Flow Module:	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:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	12	1413	0	2850	1425	1425	2850	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.12	0.19	0.19	0.00	0.24	0.32	0.26	0.33	0.00
Crit Vol:	0			270			452			372		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

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

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

Volume Module:

Base Vol:	570	2	735	0	0	0	208	569	0	0	631	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2	735	0	0	0	208	569	0	0	631	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	656	2	846	0	0	0	239	655	0	0	726	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	2	846	0	0	0	239	655	0	0	726	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	2	930	0	0	0	239	655	0	0	726	54

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.01	1.68	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1865	6	2404	0	0	0	1425	2850	0	0	2652	198

Capacity Analysis Module:

Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.17	0.23	0.00	0.00	0.27	0.27
Crit Vol:	551				0		239			390		
Crit Moves:	****						****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

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

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol., and 3 sub-columns for each approach.

Saturation Flow Module table with 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat., and 3 sub-columns for each approach.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves, and 3 sub-columns for each approach.

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (1 0 2 0 0).

Volume Module table with 13 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

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

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 0 1).

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	380	36	68	554	0	0	0	58	67	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	380	36	68	554	0	0	0	58	67	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	406	38	73	592	0	0	0	62	72	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	406	38	73	592	0	0	0	62	72	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	406	38	73	592	0	0	0	62	72	0	81

Saturation Flow Module:	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:	0.00	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:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.28	0.03	0.05	0.42	0.00	0.00	0.00	0.04	0.05	0.00	0.06
Crit Vol:	406			592			62			72		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

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

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

Volume Module:

Base Vol:	152	368	74	103	476	63	61	25	34	126	30	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	368	74	103	476	63	61	25	34	126	30	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	168	406	82	114	525	69	67	28	37	139	33	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	406	82	114	525	69	67	28	37	139	33	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	168	406	82	114	525	69	67	28	41	139	33	45

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.12	0.30	0.06	0.08	0.38	0.05	0.05	0.02	0.01	0.10	0.02	0.03
Crit Vol:	168			525			28			139		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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 representing different traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

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

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

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module: Table with 13 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics.

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

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

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

Volume Module:

Base Vol:	0	598	0	0	831	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	598	0	0	831	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	629	0	0	875	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	0	0	875	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	629	0	0	875	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	0	1500	4500	0	0	0	0	3000	0	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			292			0			0		
Crit Moves:	****			****								

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	405	481	60	52	449	49	72	119	252	70	180	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	481	60	52	449	49	72	119	252	70	180	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	481	60	52	449	49	72	119	252	70	180	69

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.80	0.20	1.00	2.00	1.00	1.00	0.72	0.28
Final Sat.:	1375	2444	306	1375	2480	270	1375	2750	1375	1375	995	380

Capacity Analysis Module:

Vol/Sat:	0.29	0.20	0.20	0.04	0.18	0.18	0.05	0.04	0.18	0.05	0.18	0.18
Crit Vol:	405			249			252			70		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

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

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

Volume Module:

Base Vol:	6	269	66	457	359	6	14	67	22	45	14	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	269	66	457	359	6	14	67	22	45	14	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	7	306	75	521	409	7	16	76	25	51	16	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	306	75	521	409	7	16	76	25	51	16	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	306	75	521	409	7	16	76	25	51	16	462

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.98	0.02	0.14	0.65	0.21	0.76	0.24	1.00
Final Sat.:	1500	1204	296	1500	1475	25	204	976	320	1144	356	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.25	0.35	0.28	0.28	0.08	0.08	0.08	0.04	0.04	0.31
Crit Vol:			382	521			16					462
Crit Moves:			****	****			****					****

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

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

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

Volume Module:

Base Vol:	162	433	68	17	233	419	74	33	76	39	80	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	433	68	17	233	419	74	33	76	39	80	30
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	181	484	76	19	260	0	83	37	85	44	89	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	484	76	19	260	0	83	37	85	44	89	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	484	76	19	260	0	83	37	85	44	89	34

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.69	0.31	1.00	1.00	0.73	0.27
Final Sat.:	1425	2463	387	1425	1425	1425	986	439	1425	1425	1036	389

Capacity Analysis Module:

Vol/Sat:	0.13	0.20	0.20	0.01	0.18	0.00	0.08	0.08	0.06	0.03	0.09	0.09
Crit Vol:	181			260			83			123		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 0 1).

Volume Module table with 12 columns and 8 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

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

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

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

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #55
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #15
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol:	0	xxxxx	xxxxx	438	xxxxx	xxxxx	0	0	0	862	0	383
UpstreamAdj:1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000	
ConflictVol:	0	xxxxx	xxxxx	438	xxxxx	xxxxx	0	0	0	862	0	383

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap:	900	xxxxx	xxxxx	1133	xxxxx	xxxxx	900	900	900	328	900	669
UpstreamAdj:1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000	
PotentCap:	900	xxxxx	xxxxx	1133	xxxxx	xxxxx	900	900	900	328	900	669

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

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

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

Volume Module: Table with 13 columns for traffic volumes and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol).

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for capacity-related metrics (Conflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level Of Service Module: Table with 13 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #175
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #8
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 517 0 158 0 0 0 0 xxxxx xxxxx 228 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 517 0 158 0 0 0 0 xxxxx xxxxx 228 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 522 900 892 900 900 900 900 xxxxx xxxxx 1352 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
PotentCap: 522 900 892 900 900 900 900 xxxxx xxxxx 1352 xxxxx xxxxx

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module: Table with 13 columns for traffic flow directions. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 13 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

 Rocklin Crossings / Rocklin 60
 Existing Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

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

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

Volume Module:

Base Vol:	2	190	18	100	425	17	3	16	4	41	11	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	190	18	100	425	17	3	16	4	41	11	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	209	20	110	469	19	3	18	4	45	12	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	209	20	110	469	19	3	18	4	45	12	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	209	20	110	469	19	3	18	4	45	12	72

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	0.96	0.04	0.13	0.70	0.17	0.35	0.09	0.56
Final Sat.:	1425	1302	123	1425	1370	55	186	991	248	499	134	792

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.16	0.08	0.34	0.34	0.02	0.02	0.02	0.09	0.09	0.09
Crit Vol:	2				487	3					129	
Crit Moves:	****				****	****					****	

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

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

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

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns for gap components. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity components. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

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

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

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

Level of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #20 Sierra College Boulevard/English Colony Way

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), HevVeh, Grade, Peds/Hour, Pedestrian Walk Speed, LaneWidth, and Time Period.

Upstream Signals:
Link Index: #258
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #19
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods
pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 0 xxxxx xxxxx 273 xxxxx xxxxx 0 0 0 971 0 272
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 0 xxxxx xxxxx 273 xxxxx xxxxx 0 0 0 971 0 272

*** Computation 5: Capactiy for Subject Movement During Unblocked Period
InitPotCap: 900 xxxxx xxxxx 1302 xxxxx xxxxx 900 900 900 283 900 771
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 900 xxxxx xxxxx 1302 xxxxx xxxxx 900 900 900 283 900 771

Rocklin Crossings / Rocklin 60
Existing Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	229	376	67	60	323	0	211	96	242	103	102	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	376	67	60	323	0	211	96	242	103	102	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	276	452	81	72	389	0	254	116	291	124	123	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	452	81	72	389	0	254	116	291	124	123	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	276	452	81	72	389	0	254	116	291	124	123	143

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1375	1375	1375	1375	2750	0	1375	1375	1375	1375	635	740

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.20	0.33	0.06	0.05	0.14	0.00	0.18	0.08	0.21	0.09	0.19	0.19
Crit Vol:	452			72			254			266		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	41	443	509	122	514	21	34	113	23	595	148	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	443	509	122	514	21	34	113	23	595	148	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	44	471	541	130	546	22	36	120	24	632	157	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	471	541	130	546	22	36	120	24	632	157	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	44	471	541	130	546	22	36	120	24	696	157	235

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.66	0.34	1.63	0.37	1.00
Final Sat.:	1375	2750	1375	1375	2642	108	1375	2285	465	2243	507	1375

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.17	0.39	0.09	0.21	0.21	0.03	0.05	0.05	0.31	0.31	0.17
Crit Vol:	541			130			72			426		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	23	14	35	489	16	357	233	676	23	40	745	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	14	35	489	16	357	233	676	23	40	745	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	25	15	37	522	17	381	249	721	25	43	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	37	522	17	381	249	721	25	43	795	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	25	15	37	574	17	381	249	721	25	43	795	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	393	982	2671	79	1375	1375	2660	90	1375	2750	1375

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.04	0.04	0.21	0.21	0.28	0.18	0.27	0.27	0.03	0.29	0.00
Crit Vol:			52			381			249			398
Crit Moves:			****			****			****			****

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

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

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

Volume Module:

Base Vol:	0	0	0	52	2	258	0	686	516	503	1102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	2	258	0	686	516	503	1102	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	56	2	278	0	738	555	541	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	2	278	0	738	555	541	1186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	56	2	278	0	738	555	541	1186	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.20	0.20	0.00	0.26	0.39	0.38	0.42	0.00
Crit Vol:	0			280			555			541		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

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

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

Volume Module:

Base Vol:	548	1	602	0	0	0	211	527	0	0	1057	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1	602	0	0	0	211	527	0	0	1057	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	561	1	616	0	0	0	216	539	0	0	1082	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	1	616	0	0	0	216	539	0	0	1082	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	617	1	678	0	0	0	216	539	0	0	1082	122

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	0.01	1.57	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	2036	3	2236	0	0	0	1425	2850	0	0	2562	288

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.15	0.19	0.00	0.00	0.42	0.42
Crit Vol:	432			0			216			602		
Crit Moves:	****						****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

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

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

Volume Module:

Base Vol:	25	19	46	38	46	129	27	401	20	28	460	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	19	46	38	46	129	27	401	20	28	460	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	20	48	39	48	133	28	415	21	29	476	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	20	48	39	48	133	28	415	21	29	476	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	20	48	39	48	133	28	415	21	29	476	19

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.21	0.51	0.18	0.22	0.60	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	396	301	728	254	308	863	1425	1357	68	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.15	0.15	0.15	0.02	0.31	0.31	0.02	0.33	0.01
Crit Vol:	26					220	28			476		
Crit Moves:	****					****	****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

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

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

Volume Module:

Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns showing critical gap values and follow-up times for different movements.

Capacity Module:

Table with 13 columns showing capacity-related metrics like Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap., etc.

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

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

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

Volume Module:

Base Vol:	120	551	253	26	341	109	152	305	97	207	266	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	551	253	26	341	109	152	305	97	207	266	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	132	607	279	29	376	120	168	336	107	228	293	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	607	279	29	376	120	168	336	107	228	293	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	607	279	29	376	120	168	336	107	228	293	40

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.10	0.44	0.20	0.02	0.27	0.09	0.12	0.24	0.08	0.17	0.21	0.03
Crit Vol:	607			29			336			228		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

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

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

Volume Module:

Base Vol:	0	567	99	84	514	0	0	0	87	75	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	99	84	514	0	0	0	87	75	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	601	105	89	544	0	0	0	92	79	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	601	105	89	544	0	0	0	92	79	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	601	105	89	544	0	0	0	92	79	0	97

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.42	0.07	0.06	0.38	0.00	0.00	0.00	0.06	0.06	0.00	0.07
Crit Vol:	601			89			92			79		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

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

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

Volume Module:

Base Vol:	96	526	72	70	504	67	131	32	178	112	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	526	72	70	504	67	131	32	178	112	20	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	105	575	79	77	551	73	143	35	195	123	22	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	575	79	77	551	73	143	35	195	123	22	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	105	575	79	77	551	73	143	35	214	123	22	38

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.08	0.42	0.06	0.06	0.40	0.05	0.10	0.03	0.08	0.09	0.02	0.03
Crit Vol:	105				551				107	123		
Crit Moves:	****				****				****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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 representing different traffic movements and various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity metrics like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

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

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

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

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

Volume Module:

Base Vol:	0	805	0	0	691	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	805	0	0	691	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	847	0	0	727	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	847	0	0	727	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	847	0	0	727	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	0	1500	4500	0	0	0	0	3000	0	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	282			0			0			0		
Crit Moves:	****			****								

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	317	643	55	71	537	83	182	250	430	32	148	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	643	55	71	537	83	182	250	430	32	148	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	317	643	55	71	537	83	182	250	430	32	148	32

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.73	0.27	1.00	2.00	1.00	1.00	0.82	0.18
Final Sat.:	1375	2532	218	1375	2382	368	1375	2750	1375	1375	1131	244

Capacity Analysis Module:

Vol/Sat:	0.23	0.25	0.25	0.05	0.23	0.23	0.13	0.09	0.31	0.02	0.13	0.13
Crit Vol:	317			310			430			32		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	8	476	104	409	409	10	7	12	8	77	13	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	476	104	409	409	10	7	12	8	77	13	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	500	109	430	430	11	7	13	8	81	14	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	500	109	430	430	11	7	13	8	81	14	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	500	109	430	430	11	7	13	8	81	14	601

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.98	0.02	0.26	0.44	0.30	0.86	0.14	1.00
Final Sat.:	1500	1231	269	1500	1464	36	389	667	444	1283	217	1500

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.41	0.41	0.29	0.29	0.29	0.02	0.02	0.02	0.06	0.06	0.40
Crit Vol:	609			430			7			601		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

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

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

Volume Module:

Base Vol:	88	373	177	48	202	387	75	46	67	140	50	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	373	177	48	202	387	75	46	67	140	50	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	389	185	50	211	0	78	48	70	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	389	185	50	211	0	78	48	70	146	52	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	389	185	50	211	0	78	48	70	146	52	75

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.41	0.59
Final Sat.:	1425	1933	917	1425	1425	1425	883	542	1425	1425	584	841

Capacity Analysis Module:

Vol/Sat:	0.06	0.20	0.20	0.04	0.15	0.00	0.09	0.09	0.05	0.10	0.09	0.09
Crit Vol:	287			50			126			146		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and volume/capacity. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS and control delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

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

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #55
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #15
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 xxxxx xxxxx 430 xxxxx xxxxx 0 0 0 846 0 376
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 0 xxxxx xxxxx 430 xxxxx xxxxx 0 0 0 846 0 376

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 xxxxx xxxxx 1141 xxxxx xxxxx 900 900 900 335 900 675
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 900 xxxxx xxxxx 1141 xxxxx xxxxx 900 900 900 335 900 675

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

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

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

Volume Module: Table with 13 columns for traffic volumes and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol).

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for capacity-related metrics (Cnflict Vol, Potent Cap., Move Cap., Volume/Cap.).

Level Of Service Module: Table with 13 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #175
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #8
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 472 0 155 0 0 0 0 xxxxx xxxxx 238 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 472 0 155 0 0 0 0 xxxxx xxxxx 238 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 554 900 896 900 900 900 900 xxxxx xxxxx 1340 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
PotentCap: 554 900 896 900 900 900 900 xxxxx xxxxx 1340 xxxxx xxxxx

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

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

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

Volume Module:

Base Vol:	153	68	0	0	43	55	61	0	242	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	68	0	0	43	55	61	0	242	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	177	79	0	0	50	64	71	0	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	177	79	0	0	50	64	71	0	280	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	113	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	514	xxxx	82	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1488	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	524	xxxx	984	xxxxxx	xxxx	xxxxxx
Move Cap.:	1488	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	471	xxxx	984	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.15	xxxx	0.28	xxxxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.5	xxxx	1.2	xxxxxx	xxxx	xxxxxx			
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.0	xxxx	10.1	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx					
ApproachLOS:	*			*			B			*					

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

 Rocklin Crossings / Rocklin 60
 Existing Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

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

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

Volume Module:

Base Vol:	2	487	39	63	298	3	21	14	4	15	4	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	487	39	63	298	3	21	14	4	15	4	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	2	508	41	66	311	3	22	15	4	16	4	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	508	41	66	311	3	22	15	4	16	4	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	508	41	66	311	3	22	15	4	16	4	92

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.99	0.01	0.54	0.36	0.10	0.14	0.04	0.82
Final Sat.:	1425	1319	106	1425	1411	14	767	512	146	200	53	1172

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.05	0.22	0.22	0.03	0.03	0.03	0.08	0.08	0.08
Crit Vol:	549			66			22			112		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

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

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

Volume Module:

Base Vol:	0	559	4	47	314	0	0	0	0	3	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	559	4	47	314	0	0	0	0	3	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	584	4	49	328	0	0	0	0	3	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	584	4	49	328	0	0	0	0	3	0	60

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	588	xxxx	xxxxx	xxxx	xxxx	xxxxx	1013	xxxx	586
Potent Cap.:	xxxx	xxxx	xxxxx	997	xxxx	xxxxx	xxxx	xxxx	xxxxx	267	xxxx	514
Move Cap.:	xxxx	xxxx	xxxxx	997	xxxx	xxxxx	xxxx	xxxx	xxxxx	257	xxxx	514
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.12

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	489	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			13.4					
ApproachLOS:	*			*			*			B					

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

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

Level of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #20 Sierra College Boulevard/English Colony Way

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #258
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #19
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods
pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 0 xxxxx xxxxx 588 xxxxx xxxxx 0 0 0 1013 0 586
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 0 xxxxx xxxxx 588 xxxxx xxxxx 0 0 0 1013 0 586

*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 900 xxxxx xxxxx 997 xxxxx xxxxx 900 900 900 267 900 514
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 900 xxxxx xxxxx 997 xxxxx xxxxx 900 900 900 267 900 514

Rocklin Crossings / Rocklin 60
Existing Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	362	282	114	28	239	0	67	91	317	95	83	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	282	114	28	239	0	67	91	317	95	83	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	402	313	127	31	266	0	74	101	352	106	92	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	313	127	31	266	0	74	101	352	106	92	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	313	127	31	266	0	74	101	352	106	92	36

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1375	1375	1375	1375	2750	0	1375	1375	1375	1375	992	383

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.29	0.23	0.09	0.02	0.10	0.00	0.05	0.07	0.26	0.08	0.09	0.09
Crit Vol:	402			133			352			106		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	280	403	112	308	16	22	57	22	308	49	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	280	403	112	308	16	22	57	22	308	49	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	280	403	112	308	16	22	57	22	339	49	116

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.44	0.56	1.75	0.25	1.00
Final Sat.:	1375	2750	1375	1375	2612	138	1375	1974	776	2405	345	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.29	0.08	0.12	0.12	0.02	0.03	0.03	0.14	0.14	0.08
Crit Vol:			403	112					40	194		
Crit Moves:			****	****					****	****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	34	17	31	475	23	137	225	400	12	37	403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	475	23	137	225	400	12	37	403	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	17	31	522	23	137	225	400	12	37	403	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.91	0.09	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1375	489	886	2632	118	1375	1375	2672	78	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.20	0.20	0.10	0.16	0.15	0.15	0.03	0.15	0.00
Crit Vol:	48			273			225			201		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	301	1	357	0	645	72	145	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	1	357	0	645	72	145	379	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	321	1	381	0	688	77	155	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	1	381	0	688	77	155	404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	321	1	381	0	688	77	155	404	0

Saturation Flow Module:	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:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	4	1421	0	2850	1425	1425	2850	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.23	0.27	0.27	0.00	0.24	0.05	0.11	0.14	0.00
Crit Vol:	0			382			344			155		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

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

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

Volume Module:

Base Vol:	26	0	114	0	0	0	203	757	0	0	498	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	114	0	0	0	203	757	0	0	498	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	29	0	126	0	0	0	225	838	0	0	551	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	126	0	0	0	225	838	0	0	551	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	0	139	0	0	0	225	838	0	0	551	289

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.31	0.69
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	1870	980

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.16	0.29	0.00	0.00	0.29	0.29
Crit Vol:			69			0		225				420
Crit Moves:			****					****				****

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

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

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

Volume Module:

Base Vol:	5	9	7	5	10	20	13	286	8	15	245	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	9	7	5	10	20	13	286	8	15	245	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	10	8	5	11	22	14	312	9	16	267	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	8	5	11	22	14	312	9	16	267	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	10	8	5	11	22	14	312	9	16	267	5

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.43	0.33	0.14	0.29	0.57	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	339	611	475	204	407	814	1425	1386	39	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.01	0.22	0.22	0.01	0.19	0.00
Crit Vol:	5					38		320	16			
Crit Moves:	****					****		****	****			

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

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

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

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

Volume Module:

Base Vol: 8 164 0 0 243 10 9 0 19 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 164 0 0 243 10 9 0 19 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 9 181 0 0 268 11 10 0 21 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 9 181 0 0 268 11 10 0 21 0 0 0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol: 279 xxxx xxxxxx xxxxxx xxxx xxxxxx 382 xxxx 140 xxxx xxxx xxxxxx
Potent Cap.: 1295 xxxx xxxxxx xxxxxx xxxx xxxxxx 599 xxxx 889 xxxx xxxx xxxxxx
Move Cap.: 1295 xxxx xxxxxx xxxxxx xxxx xxxxxx 595 xxxx 889 xxxx xxxx xxxxxx
Volume/Cap: 0.01 xxxx xxxx xxxxxx xxxx xxxxxx 0.02 xxxx 0.02 xxxx xxxx xxxxxx

Level Of Service Module:

2Way95thQ: 0.0 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del: 7.8 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 768 xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 9.9 xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxxxx xxxxxxxx 9.9 xxxxxxxx
ApproachLOS: * * * * * A *

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

Level of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #6 Dominguez Road/Granite Drive

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index:	#171																			#105	
Dist (miles):	0.000																			0.000	
Speed (mph):	0.00																			0.00	
SignalIndex:	#2																			#9	
Cycle Time:	0	secs																		0	secs
InitVolume:	0	0																		0	0
Saturation:	0	0																		0	0
ArrivalType:	0	0																		0	0
G/C:	0.00	0.00																		0.00	0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P:	0.000	0.000																		0.000	0.000
gq1:	0.00	0.00																		0.00	0.00
gq2:	0.00	0.00																		0.00	0.00
gq:	0.00	0.00																		0.00	0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha:	0.000																			0.000	
beta:	0.000																			0.000	
ta (secs):	0.000																			0.000	
F:	0.000																			0.000	
f:	0.000	0.000																		0.000	0.000
vcmax:	0	0																		0	0
vcg:	0	0																		0	0
vcmin:	0	0																		0	0
tp:	0.0	0.0																		0.0	0.0
p:	0.000																			0.000	

*** Computation 3: Platoon Event Periods

pdom/psubo:	0.000/0.000/Unconstrained
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*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol:	279	xxxxx	xxxxx	0	xxxxx	xxxxx	382	0	140	0	0	0	0
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000	1.000
ConflictVol:	279	xxxxx	xxxxx	0	xxxxx	xxxxx	382	0	140	0	0	0	

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap:	1295	xxxxx	xxxxx	900	xxxxx	xxxxx	599	900	889	900	900	900
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000
PotentCap:	1295	xxxxx	xxxxx	900	xxxxx	xxxxx	599	900	889	900	900	900

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

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

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

Volume Module:												
Base Vol:	28	324	69	29	267	60	25	220	28	83	202	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	324	69	29	267	60	25	220	28	83	202	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	30	345	73	31	284	64	27	234	30	88	215	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	345	73	31	284	64	27	234	30	88	215	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	345	73	31	284	64	27	234	30	88	215	26

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

Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.05	0.02	0.21	0.05	0.02	0.17	0.02	0.06	0.16	0.02
Crit Vol:	345			31			234			88		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

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

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

Volume Module:

Base Vol:	0	383	11	31	374	0	0	0	14	43	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	383	11	31	374	0	0	0	14	43	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	396	11	32	386	0	0	0	14	44	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	11	32	386	0	0	0	14	44	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	396	11	32	386	0	0	0	14	44	0	36

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.01	0.02	0.27	0.00	0.00	0.00	0.01	0.03	0.00	0.03
Crit Vol:	396			32			14			44		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

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

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

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

Volume Module:

Base Vol:	0	489	69	113	323	0	0	0	0	162	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	489	69	113	323	0	0	0	0	162	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	489	69	113	323	0	0	0	0	162	0	28
User Adj:	1.00	1.00	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:	0	557	79	129	368	0	0	0	0	185	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	557	79	129	368	0	0	0	0	185	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	557	79	129	368	0	0	0	0	185	0	32

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	1249	176	1425	1425	0	0	1425	0	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.45	0.09	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.02
Crit Vol:	636			129			0			185		
Crit Moves:	****			****						****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

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

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

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

Volume Module:

Base Vol:	151	311	0	0	407	78	247	0	192	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	311	0	0	407	78	247	0	192	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	311	0	0	407	78	247	0	192	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	180	372	0	0	486	93	295	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	372	0	0	486	93	295	0	229	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	372	0	0	486	93	295	0	229	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1196	229	1425	0	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.00	0.00	0.41	0.41	0.21	0.00	0.16	0.00	0.00	0.00
Crit Vol:	180					579	295			0		
Crit Moves:	****					****	****					

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

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

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

Volume Module:

Base Vol:	0	441	0	0	599	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	0	0	599	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	464	0	0	631	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	0	0	631	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	464	0	0	631	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	0	1500	4500	0	0	0	0	3000	0	3000

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			210			0			0		
Crit Moves:	****			****								

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

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

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

Volume Module:

Base Vol:	203	376	34	39	328	68	84	152	188	44	167	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	376	34	39	328	68	84	152	188	44	167	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	219	406	37	42	354	73	91	164	203	48	180	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	406	37	42	354	73	91	164	203	48	180	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	406	37	42	354	73	91	164	203	48	180	27

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.66	0.34	1.00	2.00	1.00	1.00	0.87	0.13
Final Sat.:	1375	2522	228	1375	2278	472	1375	2750	1375	1375	1196	179

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.03	0.16	0.16	0.07	0.06	0.15	0.03	0.15	0.15
Crit Vol:	219			214			91			207		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	14	333	99	300	312	6	6	16	8	102	12	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	333	99	300	312	6	6	16	8	102	12	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	14	340	101	306	319	6	6	16	8	104	12	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	340	101	306	319	6	6	16	8	104	12	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	340	101	306	319	6	6	16	8	104	12	279

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.98	0.02	0.20	0.53	0.27	0.89	0.11	1.00
Final Sat.:	1500	1156	344	1500	1472	28	300	800	400	1342	158	1500

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.29	0.29	0.20	0.22	0.22	0.02	0.02	0.02	0.08	0.08	0.19
Crit Vol:	441			306			6			279		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

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

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

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

Volume Module:

Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	107	300	83	42	179	0	50	45	41	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	300	83	42	179	0	50	45	41	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	300	83	42	179	0	50	45	41	130	60	63

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	0.53	0.47	1.00	1.00	0.49	0.51
Final Sat.:	1425	2230	620	1425	1425	1425	752	673	1425	1425	700	725

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.13	0.03	0.13	0.00	0.07	0.07	0.03	0.09	0.09	0.09
Crit Vol:	107			179			95			130		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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

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

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

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

Volume Module:

Base Vol: 0 257 45 88 256 0 0 0 0 46 0 206
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 257 45 88 256 0 0 0 0 46 0 206
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 263 46 90 262 0 0 0 0 47 0 211
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 263 46 90 262 0 0 0 0 47 0 211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 309 xxxx xxxxx xxxx xxxx xxxxx 706 xxxx 263
Potent Cap.: xxxx xxxx xxxxx 1263 xxxx xxxxx xxxx xxxx xxxxx 405 xxxx 780
Move Cap.: xxxx xxxx xxxxx 1263 xxxx xxxxx xxxx xxxx xxxxx 382 xxxx 780
Volume/Cap: xxxx xxxx xxxx 0.07 xxxx xxxx xxxx xxxx xxxx 0.12 xxxx 0.27

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx 0.4 xxxx 1.1
Control Del:xxxxx xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx 15.7 xxxx 11.3
LOS by Move: * * * A * * * * * C * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 12.1
ApproachLOS: * * * B

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

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

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #55
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #15
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 xxxxx xxxxx 309 xxxxx xxxxx 0 0 0 706 0 263
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 0 xxxxx xxxxx 309 xxxxx xxxxx 0 0 0 706 0 263

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 xxxxx xxxxx 1263 xxxxx xxxxx 900 900 900 405 900 780
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 900 xxxxx xxxxx 1263 xxxxx xxxxx 900 900 900 405 900 780

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

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

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

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

Volume Module:
Base Vol: 22 0 90 0 0 0 0 0 52 21 60 56 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 0 90 0 0 0 0 0 52 21 60 56 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 24 0 98 0 0 0 0 0 57 23 65 61 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 24 0 98 0 0 0 0 0 57 23 65 61 0

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

Capacity Module:
Cnflct Vol: 260 xxxx 68 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 80 xxxx xxxxxx
Potent Cap.: 733 xxxx 1001 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 1531 xxxx xxxxxx
Move Cap.: 709 xxxx 1001 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 1531 xxxx xxxxxx
Volume/Cap: 0.03 xxxx 0.10 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 0.04 xxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.1 xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 7.5 xxxx xxxxxx
LOS by Move: * * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 926 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxxx 0.5 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 0.1 xxxx xxxxxx
Shrd ConDel:xxxxxx 9.5 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 7.5 xxxx xxxxxx
Shared LOS: * A * * * * * * * * A * *
ApproachDel: 9.5 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: A * * *

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Upstream Signals:

Link Index: #175
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #8
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 260 0 68 0 0 0 0 xxxxx xxxxx 80 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 260 0 68 0 0 0 0 xxxxx xxxxx 80 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 733 900 1001 900 900 900 900 xxxxx xxxxx 1531 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
PotentCap: 733 900 1001 900 900 900 900 xxxxx xxxxx 1531 xxxxx xxxxx

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module:

Table with 13 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

 Rocklin Crossings / Rocklin 60
 Existing Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

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

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

Volume Module:

Base Vol:	6	267	19	50	289	2	2	14	8	38	10	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	267	19	50	289	2	2	14	8	38	10	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	291	21	55	315	2	2	15	9	41	11	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	291	21	55	315	2	2	15	9	41	11	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	291	21	55	315	2	2	15	9	41	11	51

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.99	0.01	0.08	0.59	0.33	0.40	0.11	0.49
Final Sat.:	1425	1330	95	1425	1415	10	119	831	475	570	150	705

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.04	0.22	0.22	0.02	0.02	0.02	0.07	0.07	0.07
Crit Vol:	312			55			2			104		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

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

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

Volume Module:

Base Vol:	0	278	4	31	288	0	0	0	0	3	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	4	31	288	0	0	0	0	3	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	292	4	33	302	0	0	0	0	3	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	292	4	33	302	0	0	0	0	3	0	22

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	296	xxxx	xxxxx	xxxx	xxxx	xxxxx	661	xxxx	294
Potent Cap.:	xxxx	xxxx	xxxxx	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	430	xxxx	750
Move Cap.:	xxxx	xxxx	xxxxx	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	xxxx	750
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	684	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			10.5					
ApproachLOS:	*			*			*			B					

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

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			0%			0%			0%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

-----|-----|-----|-----|-----|

Upstream Signals:
Link Index: #258
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #19
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 xxxxx xxxxx 296 xxxxx xxxxx 0 0 0 661 0 294
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 0 xxxxx xxxxx 296 xxxxx xxxxx 0 0 0 661 0 294

*** Computation 5: Capactiy for Subject Movement During Unblocked Period

InitPotCap: 900 xxxxx xxxxx 1277 xxxxx xxxxx 900 900 900 430 900 750
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 900 xxxxx xxxxx 1277 xxxxx xxxxx 900 900 900 430 900 750

Rocklin Crossings / Rocklin 60
Existing Conditions - Saturday

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

Intersection #21 Taylor Road/King Road

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

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

Volume Module:												
Base Vol:	159	274	110	19	244	49	54	47	171	110	55	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	274	110	19	244	49	54	47	171	110	55	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	182	314	126	22	279	56	62	54	196	126	63	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	314	126	22	279	56	62	54	196	126	63	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	314	126	22	279	56	62	54	196	126	63	202

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1375	1375	1375	1375	2290	460	1375	1375	1375	1375	327	1048

Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.09	0.02	0.12	0.12	0.04	0.04	0.14	0.09	0.19	0.19
Crit Vol:	182				168				196	126		
Crit Moves:	****				****				****	****		

APPENDIX A
APPROVED PROJECTS LIST

DRAFT

**SOUTHEAST ROCKLIN
(MAP SHEET 8)**

1. HIDDEN OAKS (SECRET RAVINE ESTATES)

Owner: Rocklin Nine Phone: (916) 624-4504
C/o Dominion Enterprises
4240 Rocklin Road, Suite 6
Rocklin, CA 95677

Zoning: PD-Residential (4.5 dwelling units per acre)
OA (Open Area)

Location: East of I-80, east of China Garden Road, south of Rocklin Road and west of
Secret Ravine Creek. APN 045-110-44, -045, 045-120-58

File #: SD-89-04, SPU-89-10

Area: 23 acres

Proposal: A Tentative Subdivision Map and Specific Plan Use Permit to develop a 20-acre
site with a 35 single family Planned Unit Development.

Status: The application was received May 2, 1989, and was approved by City Council
August 8, 1989. The map has recorded and the improvements have been installed.
A number of single family houses are constructed and occupied. Only a few
remaining developable lots remain.

2. GRANITE LAKES ESTATES

Owner: Allegheny Properties, Inc. Phone: (916) 648-7700
C/o David Bugatto
2150 River Plaza Drive, Suite 155
Sacramento, CA 95833

Applicant: Terrance E. Lowell & Associates, Inc. Phone: (916) 786-0685
C/o Nick Alexander
1528 Eureka Road, Suite 100
Roseville, CA 95661

Engineer: Terrance E. Lowell & Associates, Inc. Phone: (916) 786-0685
C/o Steve Spain
1528 Eureka Road, Suite 100
Roseville, CA 95661

Location: South of Interstate 80, at the western end of Greenbrae Road, about 1,500± west
of the intersection of Aguilar and Greenbrae Roads.
APN's 046-030-052, -055, -058

SOUTHEAST ROCKLIN

File #: SD-2000-02, PDG-2000-08, DA-2000-01, EIR-2000-01, TRE-2000-33

Area: 79.82± acres

Proposal: Approval of a Vesting Tentative Subdivision Map and Development Agreement to divide 79.82± acres into 119 single-family residential lots in the PD-1.5 zone; an Oak Tree Preservation Permit; and a General Development Plan to establish setbacks, general landscaping, and design guidelines and fencing details.

Status: The Planning Commission approved the project at the March 19, 2002 Public Hearing. The City Council approved the project on May 28, 2002. Improvements for the project are under construction.

3. QUARRY RIDGE ESTATES: UNITS 1, 2, 3, 4, 5

Owner: Hilltop Joint Venture
198 Cirby Way, Suite 125
Roseville, CA 95678
Phone: (916) 797-1140

Applicant: Fisher Development, Inc.
1485 Bayshore Boulevard
San Francisco, CA 94124
Phone: (415) 468-1717

Engineer: Land Development Services, Inc.
4240 Rocklin Road, Suite 10
Rocklin, CA 95677
Phone: (916) 624-1629

Zoning: PD-2 (2 dwelling units per acre)

Location: South of Greenbrae Road at Aguilar Road.
APN's: 046-030-061, -062, -063

File #: SD-87-09

Area: 58 acres

Proposal: 98 single-family houses

Status: The project was approved by the City Council on October 10, 1989 and extended to October 10, 1996. The project was automatically extended to October 10, 1997. An urgency ordinance was then approved by the City Council on March 24, 1998, extending the Tentative Map to March 24, 1999. The map has been deemed automatically extended per the provisions of the Subdivision Map Act. Unit 5 is now built out. Construction has begun on homes in Unit 1 and Unit 2.

SOUTHEAST ROCKLIN

General Plan: R-C
MDR
RC

Location: West of the Loomis town line, north of Placer County, east of Sierra College Boulevard.
APN's 045-160-014, -048, -049

File #: SD-92-03, SPU-92-08, SD-98-06, SPU-98-16

Area: 40.05 acres

Proposal: A Tentative Subdivision Map for the development of 93 single-family residential lots on 26.18 acres, plus Lot "A" (4.4 acres future retail commercial) and Lot "B": (9.47 acres future multi-family residential with open space).

Status: The City Council approved the project November 28, 1995. The Tentative Map will expire November 28, 1998.

The applicant applied for a Tentative Parcel Map to sell larger lots, which was approved by the Planning Commission, and appealed to the City Council. The City Council took action on the appeal on October 8, 1996, and approved the Tentative Parcel Map. The Planning Commission approved a revised Tentative Subdivision Map project, with the wetlands all in one wetlands preserve lot, on September 1, 1998. The City Council approved the revised project on September 8, 1998. The subdivision is built-out.

19. CROFTWOOD, UNIT 1

Owners: Allegheny Properties, Inc. Phone: (916) 648-7700
C/o Michael Brumbaugh
2150 River Plaza Drive, Suite 145
Sacramento, CA 95833

Applicant: Morton & Pitalo, Inc. Phone: (916) 927-2400
C/o Ken James
1788 Tribute Road, Suite 200
Sacramento, CA 95815

Developer: The Chas Group, Inc. Phone: (916) 773-4949
2260 Douglas Boulevard, Suite 110
Roseville, CA 95661

Zoning: PD-Residential (2 dwelling units per acre)

Location: West of Barton Road, east of Secret Ravine Creek, south of the Secret Ravine subdivision. APN's 045-053-029, -037, -013

File #: AN-89-01, GPA-91-03, PZ/Z-91-02, PDG-91-02, SD-88-05, SPU-91-04

SOUTHEAST ROCKLIN

Area: 83.3 acres, including 28.3 acres, which were annexed into the City.

Proposal: 156 single-family lots
6.3 acres: Park site
4.8 acres: Open Space
11.7 acres: Wetland Preserve
2.1 acres: Barton Road buffer

Status: The original entitlements were approved by City Council July 23, 1991. The project was automatically extended to April 3, 1997. On May 6, 1997, an extension was granted to April 3, 1998. Another extension, to April 3, 1999, was granted in May 1998. The applicant applied for a modification December 10, 1996. An EIR is now being prepared for a revised project. A third time extension was granted on June 8, 1999. An automatic time extension extended the map to February 13, 2006.

20. CROFTWOOD, UNIT 2

Developer: The Chas Group, Inc. Phone: (916) 773-4949
2260 Douglas Boulevard, Suite 110
Roseville, CA 95661

Zoning: Current: R1-12.5
Proposed: PD-2.5 (2.5 dwelling units per acre)

Location: West of Barton Road, north of Croftwood, Unit 1, east of Secret Ravine Creek.
APN 045-053-015

File #: Z-93-02, PDG-93-01, SD-93-04, SPU-93-02

Area: 25.5 acres

Proposal: 62 single family lots on 16.68 acres, 5.9 acres open space.

Status: The application was originally approved by the City Council on January 17, 1995.
The map has expired.

21. ROCKLIN PARK HOTEL / SUSANNE'S RESTAURANT AND BAKERY

Owner: Hanspeter & Susanne Stutz

Applicant: Downey, Brand, Seymour and Rohyer Phone: (916) 441-0131
C/o Ron Lipp
555 Capitol Mall, 10th Floor
Sacramento, CA 95814

Architect: Vitiello & Associates, Inc. Phone: (916) 446-0206
1931 "H" Street
Sacramento, CA 95814

SOUTHEAST ROCKLIN

Zoning: PD-C (Commercial)

Location: East of China Garden Road, north of Secret Ravine Road.
APN 045-110-049

File #: SPU-94-01, DL-94-01, TRE-94-06, SPU-97-32

Area: 10.15 acres

Proposal: An application for a parcel map to divide 10.15 acres into two parcels consisting of 7.36 acres and 2.6 acres, and a use permit to construct 21,000 square feet of building area consisting of a restaurant/bakery and 34 guest rooms.

Status: Planning Commission, on March 15, 1994, approved the project. A modification and extension was granted on November 29, 1995. The modification combined Phases 1 and 2 for a total of 34 guest rooms. The restaurant and hotel opened in December 1996.

A new application was submitted to expand the hotel by 33,140 square feet for a total of 63,340 square feet, to expand the banquet facilities by 8,545 square feet, to increase parking, and to increase the number of rooms to a total of 88. The project was denied by the Planning Commission on April 7, 1998, and was approved by the City Council on appeal on August 11, 1998. The hotel expansion is complete.

22. ROCKLIN SIERRA PLAZA

Owner: Rocklin Sierra Plaza
Greg Margetich
1610 Arden Way, Suite 240
Sacramento, CA 95815
Phone: (916) 563-3024

Applicant: Archeion Nevada
1747 S. Douglas Road, Suite B
Anaheim, CA 92806
Phone: (714) 938-0157

Zoning: PD Commercial

Location: Southwest corner of Rocklin Road and El Don Drive.
APN #045-130-067

File #'s: DR-2003-05, U-2003-05, TRE-2003-26, DL-2003-04

Area: 3.17 acres

Proposal: Approval of design review to construct four (4) free-standing commercial buildings (34,000 sq. ft.) on 3.17 acres.

Status: The Planning Commission approved the project on September 16, 2003. The project is complete.

29. BENDER INSURANCE OFFICE BUILDING

Owner: Warren G. Bender Co. Phone: (916) 978-8558
4350 Auburn Blvd., Ste. 100 Fax: (916) 481-8625
Sacramento, CA 95841

Applicant: Sequoia Pacific Builders, Inc. Phone: (916) 784-8400
1358 Blue Oaks Blvd., Ste. 100 Fax: (916) 784-7895
Roseville, CA 95678

Zoning: PD-4.5 DUA

Location: 4540 Monument Springs, Rocklin, CA
APN # 045-120-062

File #: DR-2004-12, TRE-2004-29

Area: 2.2 Acres

Proposal: Request for approvals for Rezone, General Plan Amendment and Design Review to construct a 14,744 sq. ft. office building on 2.2 acres for Warren G. Bender Insurance Company.

Status: A parcel map application (DL-2000-09) to split the parcel into 4 different residential parcels was approved by the Planning Commission on April 30, 2002 and expired on April 30, 2004.

The Planning Commission denied the project on December 7, 2004. The denial was appealed to the City Council. The City Council approved the project on March 8, 2005.

30. ROCKLIN PARK HOTEL SIGNAGE

Owner: Sunny Lions, Inc. Phone: (916) 630-0836
C/o Dirk Oldenburg, Vice President
5450 China Garden Road
Rocklin, CA 95677

Applicant: Sunny Lions, Inc. Phone: (916) 630-0836
C/o Drik Oldenburg, Vice President
5450 China Garden Road
Rocklin, CA 95677

Zoning: PD-C (Commercial)

Location: 5450 China Garden Road.
APN 045-110-049

File #: DR-2000-23

SOUTHEAST ROCKLIN

APN's 045-043-005, 008, 022, 024, 027, 039, 043, 049-051, 053-055,
045-053-036, 038, 031, 033

File #: DR-2003-11, GPA-2003-02, Z-2003-01, PDG-2003-05, SD-2003-07,
U-2003-10, TRE-2003-38

Area: 105.81 acres

Proposal: Request approval of GPA, Rezone, PDG, Tentative Subdivision Map, Use Permit
and Design Review of 105 acres to include Single Family Residential,
Commerical, and Multi-Family Residential.

Status: The project has been withdrawn.

36. SIERRA VISTA OFFICE COMPLEX

Owner: Top of the Hill Properties Phone: (916) 485-8900
John Esway
3620 Fair Oaks Blvd. #150
Sacramento, CA 95864

Applicant: Top of the Hill Properties Phone: (916) 854-2910
Roy Cotterill
9838A Old Placerville Rd.
Sacramento, CA 95627

Zoning: PD-C

Location: Northeast corner of Sierra College Blvd. and Nightwatch Dr.
APN: 046-510-027

File #: DR-2003-19

Area: 4.3 Acres

Proposal: Request for approval of Design Review for a 4 building office complex. Building
sizes are 7,500 sq. ft., 12,000 sq. ft. and 20,000 sq. ft. (3) buildings are 1-story, (1)
building is 2-story.

Status: The Planning Commission approved the project on March 2, 2004. The project is
complete.

37. BRAMBLEWOOD ESTATES

Owner: Robert Victor Scott Phone: (916) 797-0213
8185 South Lake Circle
Granite Bay, CA 95746

Applicant: Land Development Services Phone: (916) 624-1629

SOUTHEAST ROCKLIN

Proposal: Request for approval to split existing 10 acre parcel into two parcels: a nine (9) acre parcel which would have existing hotel located on it and a one (1) acre parcel that is vacant and could be developed at a later time.

Status: The Planning Commission approved the project on July 5, 2005.

43. ROCKLIN EXECUTIVE OFFICE PARK

Owner: Ken Flavell Phone: (916) 683-0784
4320 Babson Drive Fax: (916) 683-9625
Elk Grove, CA 95758

Applicant: Borges Architectural Group Phone: (916) 782-7200
1508 Eureka Rd., Ste 150 Fax: (916) 773-3037
Roseville, CA 95661
Adam Lehner

Zoning: PD-C

Location: 4990 Rocklin Rd.
APN: 045-130-010, 064

File #: DR-2004-37, DL-2004-04

Area: 2.1 +/- acres

Proposal: Request for approval of design review and tentative parcel map to allow the construction of four single-story office buildings totaling approximately 21,000 square feet of floor area, with associated parking and landscaping improvements. The tentative parcel map would subdivide two existing lots into five new lots, one lot for each building and one common lot.

Status: The Planning Commission approved the project on

44. INDIAN CREEK PARCEL SPLIT

Owner: William & Rebecca Jacques Phone: 916-652-9669
4440 Indian Creek Drive Fax: 916-652-8879
Loomis, CA 95650

Zoning: R1-12.5

Location: 4440 Indian Creek Drive.
APNs: 045-061-023

File #: DL-2005-04

Area: 3.5 acres

SOUTHEAST ROCKLIN

Proposal: To split into two parcels. One parcel will be 25,200 sq. ft. with existing home. Parcel #2 will have no construction or improvements at this time.

Status: The Planning Commission approved the project on October 4, 2005.

45. ROCKLIN CROSSINGS

Owner: Rocklin Crossings, LLC
C/o Donahue Schriber
200 E. Baker St., Ste. 100
Costa Mesa, CA 92626
jpetersen@dsrg.com
Phone: 714-966-6426
Fax: 714-850-1420

Applicant: HalBear Enterprises
Contact: Mark Perlberger
2100 Northrop Avenue, Ste. 500
Sacramento, CA 95825
maphalbear@speakeasy.net
Phone: 916-920-8272
Fax: 916-922-1471

Zoning: UN/C-2/PD-C

Location: SE Corner of Sierra College & I-80

File #: DR-2005-19, DL-2005-06, GPA-2005-01, PDG-2005-03, TRE-2005-27, U-2005, Z-2005-01

Area: 59.05 acres

Proposal: Request a General Plan Amendment, Rezone, General Plan Development, Tentative Parcel Map, Design Review, Use Permit, and Oak Tree Preservation Plan for a regional shopping center located in the southeast quadrant adjacent to I-80 and Sierra College. The property will be subdivided in to 18 parcels for a variety of retail uses. There are 23 proposed buildings totaling approximately 543,500 square feet.

Status: Project is still pending.

46. ROCKLIN 60 RESIDENTIAL

Owner: Rocklin 60 LLC
3600 American River Dr., #105
Sacramento, CA 95864
Contact: Chris Vrame
cvrame@sierra-holding.com
Phone: 916-974-3355
Fax: 916-974-3390

Zoning: UN/R1-12.5

Location: SE corner of Sierra College Blvd. & I-80

SOUTHEAST ROCKLIN

File #: SD-2005-07, GPA-2005-02, Z-2005-02, TRE-2005-28

Proposal: Request for a GPA, Rezone, Tentative Subdivision Map and Oak Tree permit for a residential subdivision located SE of Sierra College Blvd., and I-80 adjacent to a future commercial shopping center. The project proposes approximately 151 single-family lots and 7.78 ac for future multi-family. A detention basin will be built to serve this site as well as the adjacent commercial project.

Status: Project is still pending.

47. LDS CHURCH MEETING HOUSE – HIGHLANDS (1/20/06)

Owner: Corporation of the Presiding Bishop of the Church Phone: 801-240-4956
Of Jesus Christ of Latter Day Saints Fax: 801-240-4956
50 E North Temple St., Ste. 465W
Salt Lake City, Utah 84150-6915
Contact: Phil Allison

Applicant: Lee Wieder Phone: 650-325-9681
Access Land Development Services Fax: 650-618-1675
637 Middlefield Road
Palo Alto, CA 94301
accesspar@aol.com

Zoning: PDG 92-01

Location: Northwest corner of Scarborough Dr. and Guilford Way.
APN # 046-020-032

File #: DR-2006-01, DL-2006-01, U-2006-01

Area: 15.711

Proposal: Request approval of two parcel maps: Church building on 3.888 acres & residential on 11.823 acres. Request for Conditional Use Permit & Design Review on Church site. Church building will be approximately 24, 119 sq. ft. Ridgeline is 32' above grade, steeple is 71' high. Parking provided for 236 cars. Full landscaping & irrigation.

Status: Project is pending.

**CENTRAL ROCKLIN
(MAP SHEET 7)**

1. CIVIC CENTER

Applicant: City of Rocklin Phone: (916) 632-5160
3970 Rocklin Road
Rocklin, CA 95677

Consultant: Harland Bartholemew and Associates Phone: (916) 483-0481
2233 Watt Avenue, Suite 330
Sacramento, CA 95825

Engineer Terrance Lowell and Associates Phone: (916) 786-0685
1528 Eureka Road, Suite 100
Roseville, CA 95661

Location: West of South Grove Street, East of Ruhkala Road, north of Kannasto Street, and
south of Rocklin Road.
APN Bk. 10 Pages 17, 23, 25, 26, 34

File #: EIR-92-04, GPA-95-03, PDG-95-03

Area: 107 acres

Proposal: A General Development Plan to adopt zoning, densities, and standards for
development.

Status: The City Council approved the Civic Center entitlements on September 4, 1996.

2. VILLAGES

Owner: Rocklin Civic Center, LLC Phone: (866) 379-0955
Brian Vail, Managing Member
7700 College Town Drive, Ste. 109
Sacramento, CA 95826

Applicant: Terrance E. Lowell & Associates Phone: (916) 786-0685
George Djan
1528 Eureka Road, Ste. 100
Roseville, CA 95661

Zoning: PD-8

Location: Site is bounded by Evelyn Avenue to the south, Ruhkala Road to the west & Lost
Avenue to the east.
APN(s): 010-191-029,032,048.049 & 050; 010-260-038 & 039

File #'s: PDG-2003-03, SD-2003-06, DR-2003-08 & TRE-2003-34

CENTRAL ROCKLIN

Area: 13 acres

Proposal: Request for Rezoning, General Development Plan Amendment, Tentative Subdivision Map and Tree Preservation Permit to allow development of 88-unit cluster residential development.

Status: The project is pending.

3. QUARRY OAKS: ROCKLIN V.O.A. ELDERLY HOUSING

Owner: Volunteers of America
3813 N. Causeway Boulevard
Metairie, LA 70002
Phone (504) 837-2652

Applicant: Terrance E. Lowell & Associates, Inc.
1528 Eureka Rd., Suite 100
Roseville, CA 95661
Phone: (916) 786-0685

Engineer: P.O. Box 117
Rocklin, CA 95677
Phone: (916) 624-0685

Zoning: PD-12

Location: South of Evelyn Avenue, between Lost Avenue and Woodside/Ruhkala Road.
3950 Evelyn Avenue.
APN 010-190-012

File #: AB-92-02, GPA-92-03, Z-92-02, PDG-92-03, SPU-92-10

Area: 3.82 acres

Proposal: A 42-unit senior housing complex

Status: Approved by City Council in February 1993. The project has been completed and is now occupied.

4. QUARRY LAKES APARTMENTS

Owner: Metropolitan Investment, Inc.
1224 41st Avenue
Sacramento, CA 95822
Phone: (916) 921-0517

Applicant: CBM Capitol Resources, Inc.
1010 Racquet Club Drive, Suite 102
Auburn, CA 95603
Phone: (916) 888-1991

Zoning: PD-15 (15 dwelling units per acre)

CENTRAL ROCKLIN

File #: DR-2001-16
Proposal: Design review approval to construct a 6-foot tall, one tenant, monument sign.
Status: The Planning Commission approved the sign at the January 8, 2002 Public Hearing.

55. ROCKLIN TESORO GAS STATION

Owner: Balwant & Bayinder Dhaliwal Phone: (916) 632-7381
3800 Rocklin Road
Rocklin, CA 95677

Applicant: McHale Sign Company, Inc. Phone: (916) 788-7446
C/o Kevin Payne
108 Main Street
Roseville, CA 95678

Zoning: C-4 (General Retail Service Commercial)

Location: The subject property is located on the southeast corner at the intersection of Rocklin Road and Pacific Street.
APN 010-170-021

File #: DR-2001-21

Proposal: The applicant is requesting approval of a design review application to allow: 1) a new double-faced, internally illuminated, Monument sign; 2) a new blue canopy fascia with an illuminated gold light band; 3) a set of internally illuminated logo and channel letters reading "Tesoro."

Status: The application was received November 11, 2001. The Design Review was approved by the Planning Commission at the February 19, 2002 Public Hearing. The project is complete.

56. GRANITE BUSINESS CENTER

Owner: ARC Properties Phone: (804) 730-4493
P.O. Box 15060
Richmond, VA 93227

Applicant: BC2E, LLC Phone: (916) 784-8400
C/o Chris Eatough
1358 Blue Oaks Boulevard, Suite 100
Roseville, CA 95678

Zoning: C-2 (Retail Business)

CENTRAL ROCKLIN

Location: The project site is located on the northwest corner of the intersection at Granite Drive and Rocklin Road.
APN 045-101-060

File #: DR-2001-18, DR-2005-13

Area: 2.3 acres

Proposal: DR-2001-18: The applicant is requesting design review approval to construct a 16,600 square-foot office building.

DR-2005-13: Request for design review approval to allow illuminated signs on exterior walls of building.

Status: The project application was received on October 31, 2001. The Design Review was approved by the Planning Commission at the June 11, 2002 Public Hearing. The project is built.

DR-2005-13: The Planning Commission approved the project on June 21, 2005.

57. BAST DUPLEX

Owner: Mary Bast Phone: (916) 652-3118
P.O. Box 4570
Auburn, CA 95604

Applicant: Steven Bast Phone: (916) 802-0072
P.O. Box 7502
Auburn, CA 95604

Zoning: R-3 (multi-family)

Location: 6131 Merrywood Drive.
APN 046-202-004

File #: U-2001-04, DR-2001-10

Proposal: Applicant is requesting approval of a conditional use permit and design review application to allow construction of a duplex.

Status: The Planning Commission approved this application on July 17, 2001. The project is complete.

58. T3 SCANTECH, LLC

Owner: Thomas & Lonnelle Turner, Trustees Phone: (530) 268-0961
13415 Lime Kiln Road
Grass Valley, CA 95949

CENTRAL ROCKLIN

Applicant: Same as above

Zoning: C-2 (Retail Business)

Location: 4477 Pacific Street.
APN 045-031-009

File #: DR-2002-10

Area: 1.0 acres

Proposal: Design Review to construct tenant improvements on an existing 990 square-foot residential structure being converted to a commercial use.

Status: The application was received on April 19, 2002 and was approved by the Planning Commission on August 6, 2002. The project is complete.

59. ROCKLIN MOBILE HOME PARK ADDITION

Owner: Frank Sigrist
P.O. Box 597
Rocklin, CA 95677
Phone: (916) 213-6673

Applicant: Michael Antuzzi
173 College Way
Auburn, CA 95603
Phone: (530) 210-5047

Zoning: R1-6 (Residential Single-family 6,000 square-foot minimum lots)

Location: 5515, 5595 South Grove Street.
APN's 010-270-001, 002

File #: DR-2002-08, U-2002-02

Area: 2.4 acres

Proposal: Applicant is requesting conditional use permit approval to add 19 additional mobile home spaces to the existing Rocklin Mobile Home Park located off South Grove Street.

Status: The Planning Commission approved the project on May 6, 2003.

60. HOLY CROSS LUTHERAN CHURCH

Owner: Holy Cross Lutheran Church
4701 Grove Street
Rocklin, CA 95677
Phone: (916) 484-6811

CENTRAL ROCKLIN

Applicant: Image Works Architecture, Inc. Phone: (916) 648-9800
Attn: Erik Zavas
2335 American River Drive, Suite 303
Sacramento, CA 95825

Engineer: KD Anderson Transportation Engineers Phone: (916) 786-5529
417 Oak Street
Roseville, CA 95678

Zoning: R1-6 (Residential Single-family 6,000 square feet minimum lots)

Location: APN 045-090-058, 059

File #: DR-2002-04, U-2002-01

Area: 4.0 acres

Proposal: An application to approve a Conditional Use Permit and Design Review for the expansion of a church site. Currently, there is a fellowship hall (6,872 square feet) with associated parking and landscaping. The proposal would add a new sanctuary building, multi-purpose room building, preschool/administration building, a kindergarten building, two classroom buildings for 1st to 6th grade students, and maintenance/storage and restroom buildings. The total building area would comprise of approximately 47,500 square feet. Outdoor play areas are proposed, as well as 108 parking spaces and additional landscaping.

Status: The Planning Commission approved the project on March 16, 2004. The project is now under construction.

61. GRANITE MARKETPLACE

Owner: Frank Snopko Phone: (775) 883-2606
4600 Snider Avenue
Carson City, NV 89701

Applicant: Petrovich Development Company Phone: (916) 966-4600
Milo Terzich
5046 Sunrise Blvd., Suite 1
Fair Oaks, CA 95628-4945

Zoning: C-2

Location: I-80 & Sierra College Blvd.
APN's 045-042-045 & 045-042-050

File#: DR-2002-25, DL-2002-05, U-2002-07

Area: 12.55 acres

Proposal: A 122,933 square foot shopping center.

CENTRAL ROCKLIN

APN 045-101-072

File#: DR-2002-27

Area: 1.17 acres

Proposal: Construction of a 11,132 square foot retail building.

Status: The project was approved by the Planning Commission on July 15, 2003. The shopping center is built and several tenants are open for business.

64. BEAM PROPERTY/MEYERS STREET

Owner: Rick Beam/JSB for JKL
5105 Meyers Street
Rocklin, CA 95677

Phone: (530) 268-6200

Applicant: Initial Point, Inc.
Tim Schad, L.S.
10062 Joerschke Drive
Grass Valley, CA 95945

Phone: (530) 477-7177

Zoning: R-1-6

Location: 5105 Meyers Street.
APN 045-101-022

File#: DL-2002-08

Area: 0.68 acres

Proposal: Subdivide to 3 lots

Status: The project was approved by the Planning Commission on February 18, 2003.

65. WINDING LANE ESTATES

Owner: Bob & John Edmondson
Susan Nausler
6718 Shalimar Way
Citrus Heights, CA 95621

Phone: (916) 435-4849

Applicant: Bob Edmondson
4071 Clubview Ct.
Rocklin, CA 95677

Phone: (916) 435-4849

Engineer: Land Development Services

Zoning: 4.0 DUA

CENTRAL ROCKLIN

Location: East side of Winding Lane just north of Lost Avenue.
APN 010-250-020

File#: SD-2003-01, TRE-2003-01

Area: 7.27 acres

Proposal: Approval of 27 residential lots on 7.27 acres

Status: The project is pending.

66. KFC/A&W

Owner: Harman Management Corp. Phone: (916) 689-2190
Larry Nelson
P.O. Box 572530
Salt Lake City, UT 84157

Applicant: ATI Architects & Engineers Phone: (916) 772-1800
Scott Giles or Kelly Marino
2510 Douglas Blvd.
Roseville, CA 95661

Zoning: C-2

Location: 4855 Granite Drive, Rocklin, CA.
APN 045-102-013

File# DR-2003-14

Area: 0.37 acres

Proposal: Approval of a design review to convert the exterior of the existing KFC restaurant into a dual image KFC/A&W. Upgrade the handicap parking stalls into the current standards. Extend the current drive-thru stacking lane and add landscaping.

Status: The Planning Commission approved the project on May 4, 2004.

67. MERCEDES BENZ OF ROCKLIN – STARMARK CENTER

Owner: Von Housen Motors Phone: (916) 924-8000
George Grinzewitch, Jr.
1801 Howe Avenue
Sacramento, CA 95825

Applicant: Steven W. Shower Phone: (916) 743-5254
4680 Oak Glen Way

CENTRAL ROCKLIN

DR-2003-17A: Request approval of modification to the project to change the exterior building signs from previously approved location.

Status: The Planning Commission approved the project on March 2, 2004. The project is currently built and operating.

DR-2003-17A: The Planning Commission approved this project on December 6, 2005.

69. SAMOYLOVICH ESTATES

Owner: Vadim & Eugene Samoylovich Phone: (916) 721-9895
6352 Chapel View Lane
Citrus Heights, CA 95621

Applicant: Land Development Services Phone: (916) 624-1629
W. E. Mitchell
4240 Rocklin Road, #5
Rocklin, CA 95677

Zoning: R-4 DUA

Location: Lost Avenue & Winding Way.
APN 010-260-040

File #: DL-2003-07

Area: 1.85 acres

Proposal: Subdivide 1.88 acres into 4 parcels.

Status: The Planning Commission approved the project on May 3, 2005.

70. CORRAL PARCEL MAP

Owner: Frances C. Pugliese Phone: (916) 967-0451
Carnation C. Noel & Patricia C. Bymes
4615 Las Lindas Way
Carmichael, CA 95608

Applicant: Same as Above

Zoning: R16 & C-1

Location: 4130 Diego Way & 4135 Rocklin Road
APN's 010-180-061 & 010-180-060

File #: DL-2004-01 & V-2004-03

CENTRAL ROCKLIN

Location: NWC Sierra College Blvd., and I-80 @ Granite Dr.
File #: DR-2005-04, DL-2005-01, PDG-2005-01 and U-2005-03
Area: 45.9 acres
Proposal: Request for Use Permit, Design Review and Tentative Parcel Map to develop a 45.9-acre commercial lot. The project use is consistent with the PD-C zone.
Status: The project is still pending.

75. CREEKSIDE COUNSELING

Owner/Applicant: Laudon & Dean Rowen and Marina Gunst & Davis Richmond
5341 Wesley Rd.
Rocklin, CA 95765
Phone: 916-315-2715
Fax: 916-415-1049

Zoning: C-2

Location: 5180 Grove Street
APN# 010-136-024

File #: DR-2005-05

Proposal: Convert existing house & garage to office space from residential to commercial.

Status: The Planning Commission approved the project on July 19, 2005.

76. GRANITE DRIVE RETAIL/OFFICE

Owner: Jason & Carlo Morehouse
7665 Wildflower Court
Granite Bay, CA 95746
Phone: 916-752-7592
Fax: 925-780-3504

Applicant: Catalyst Construction
1495 Nichols Lane
Rocklin, CA 95765
Rommel Llanes
Phone: 916-626-3344
Fax: 916-626-3345

Zoning: PD-C

Location: APN: 045-020-090

File #: DR-2004-38

Area: 2.16 acres

CENTRAL ROCKLIN

Proposal: Request for approval of a design review entitlement to allow for two retail/office buildings with a total of 22,000 square feet.

Status: The Planning Commission approved the project on July 5, 2005.

77. CIRCUIT PLACE

Owner: Fileks, Veytsman, Vadim Yulayer Phone: 916-919-1165
3611 Nicolette Way
Carmichael, CA 95608
F.veytsman@comcast.net

Applicant: Area West Engineers, Inc. (Richard Rozumowicz) Phone: 916-725-5551
7478 Sandalwood Drive, Ste. 400 Fax: 916-725-5808
Citrus Heights, CA 95621
Richard@areawesteng.com

Zoning: R1-6

Location: 4455 Circuit Court, Rocklin
APN(s): 045-031-013 & 014

File: SD-2006-01

Proposal: Request the necessary entitlements to create eleven (11) separate single-family lots on 2.4± acres.

Status: The project is pending.

78. PACIFIC TECH PARK

Owner: Foothill Tech Properties, LLC Phone: 530-682-2676
P.O. Drawer C Fax: 916-435-2091
Yuba City, CA 95992
corlin@surewest.net

Applicant: Borges Architectural Group Phone: 916-782-7200
1508 Eureka Rd. Fax: 916-773-3037
Roseville, CA 95661
Contact: Mal Montoya
mal@borgesarch.com

Zoning: C-2

Location: Pacific Street

File #: DR-2006-02, DL-2006-02, GPA-2006-01, Z-2006-01

SOUTH OF SUNSET

construction of the previously approved swimming pool on July 5, 2005. The applicant appealed that denial to the City Council on July 15, 2005.

51. ROCKLIN 94

Owner: Sixells, LLC (David J. Lonich) Phone: (530) 226-0100
923 Dana Drive, Ste. 14
Redding, CA 96003

Applicant: Sixells, LLC (James Franklin) Phone: (916) 962-7553
4227 Sunrise Blvd., Ste. 220
Fair Oaks, CA 95626

Zoning: PD-20

Location: Approx. 150' south of Springview Road, northwest of where the Highway 65 Overpass intersects with Southern Pacific Railroad.

File #'s: DR-2003-4, TRE-2003-22, PDG-2003-01, SD-2003-03 & U-2003-04

Area: 4.7 acres

Proposal: Approval of General Development Plan, Design Review, Use Permit, Oak Tree Preservation Plan Permit and Tentative Subdivision Map for a 94-unit residential Townhouse and condominium development on 4.7 acres.

Status: The Planning Commission approved the project on September 16, 2003. The City Council approved the project on October 28, 2003. The project is under construction. Phase I of the project is complete.

52. STARZ MARKET CAFÉ

Owner: Jeff Fineman Phone: (916) 315-0555
6818 Five Star Blvd.
Rocklin, CA 95677

Applicant: Gordon Rogers & Co. Phone: (916) 632-3310
Kevin Hallock
4447 Granite Drive, Suite 704
Rocklin, CA 95677

Zoning: PD-C

Location: APN 016-350-064.

File #: DR-2003-18

Area: 0.476 acres

NORTH OF SUNSET

3. COLISH SUBDIVISION

Owner: Caramazza Development Company Phone: (916) 289-1416
9330 Cherry Avenue Fax: (916) 989-5309
Orangevale, CA 95662

Applicant: Burrell Consulting Group, Inc. Phone: (916) 783-8898
Jerry Aplass Fax: (916) 783-8222
1001 Enterprise Way, Suite 100
Roseville, CA 95678

Zoning: R 1-6

Location: Hawes Way & Bolton Way, Rocklin, CA
APN 010-220-014

File #: SD-2004-01, TRE-2004-18

Area: 2.3 acres

Proposal: Approval of a Tentative Map for an 8 single-family lot subdivision.

Status: The Planning Commission recommended approval on September 21, 2004. City Council approved the project on October 26, 2004.

4. OAK ROCK ESTATES

Owner: Jack and Geneva Barker Phone: (530) 885-6619
304 Hammond Drive
Auburn, CA 95603

Applicant: Burrell Engineering Group, Inc. Phone: (916) 536-1900
11344 Coloma Road, Suite 435
Gold River, CA 95670

Project: 13 single-family lots

Zoning: PD-6 (6 dwelling units per acre)

Location: The corner of 2nd and "C" Street.
APN 010-210-19

File #: PDG-94-05, Z-94-04, SD-94-04, SPU-96-02, DR-2000-05

Area: 2.24 acres

Status: An application for a single family residential project, containing 13 lots, was recommended for approval by the Planning Commission on March 19, 1996, and was approved later by the City Council on August 27, 1996. Planning Commission, on September 1, 1998, approved a one year time extension. The

NORTH OF SUNSET

Project: Construction of 199 single-family lots and a 3.5-acre park site. (SD-95-01A, SPU-95-07A - Applicant has returned with a modification to the Tentative Map and Development Standards of the Specific Plan Use Permit.)

Status: Final EIR and General Plan Amendment and Subdivision Map approved by City Council November 13, 1990, and extended to December 11, 1995. An application for a modification was submitted to the City on July 8, 1995. The revised project was recommended for approval by the Planning Commission December 19, 1995, and was approved by the City Council February 13, 1996. The map was extended by the City Council on April 13, 1999. The project is complete.
Tentative Map DL-2003-02 was approved on May 20, 2003.

7. COMMUNITY COVENANT CHURCH

Proponent: California Conference of the Evangelical Covenant Church
5140 Topaz Avenue
Rocklin, CA 95677
Phone: (916) 624-1690

Location: 5140 Topaz Ave.
APN 016-150-007

Zoning: R1-7.5 (Residential Single Family 7,500 Square Feet Minimum Lots)

File #: U-96-10

Area: 4.047 acres

Building area: Existing: 9,799 square feet
Proposed: 1,983 square feet (addition)

Proposal: Addition of 210 seats to the existing 160 seats for a total of 370 seats; addition to the church of 1,983 square feet and installation of four modular buildings to be used as classrooms. Addition of 29 parking spaces to meet parking requirements for the church.

Status: The Planning Commission on February 4, 1997 approved the project.

8. NORTHWEST CORNER OF PACIFIC STREET & MIDAS AVENUE

Owner: Southern Pacific Transportation Company
49 Stevenson Street, 15th Floor
San Francisco, CA
Phone: (415) 541-7053

Applicant: Sierra Olympus Construction
8265 Sierra College Boulevard, Suite 300
Rocklin, CA 95677
Phone: (916) 791-5385

NORTH OF SUNSET

In August 2003 applicant requested a modification (DR-2001-09A) to the originally approved design of the buildings (new design resulted in 19,468 total sq. ft. of building) as well as a new Conditional Use Permit to allow for outdoor seating.

Status: The Planning Commission approved DR-2001-09 and U-2001-09 on September 18, 2001. The applicant submitted an application for DR-2001-09A on August 13, 2003. U-2001-09 expired on September 18, 2003. The Planning Commission approved DR-2001-09A on November 6, 2003. The project is currently being built.

29. LES SCHWAB TIRE CENTER

Owner: Parkside Plaza Properties Phone: (916) 624-0246
C/o George Ganiats
3020 Sunset Hill Road
Rocklin, CA 95677

Applicant: SFP-B Limited Partnership Phone: (541) 416-5166
C/o Mike Oxman
P.O. Box 667
Prineville, OR 97754

Zoning: C-2 (Retail Business)

Location: North of Sunset Boulevard on the west side of Pacific Street.
APN 010-191-025

File #: U-200-05, DL-2001-02, DR-2001-07

Area: 2.78 acres

Proposal: An application requesting approval of the following: 1) A Tentative Parcel Map to allow the division of an existing 6.533 acre parcel; 2) A Conditional Use Permit to allow a tire store (automotive repair); 3) A Design Review to allow construction of a 17,417 square-foot building.

Status: The City Council approved the project on March 26, 2002. The project is built.

30. BOULDER RIDGE CATV (STORAGE YARD)

Owner: Boulder Ridge CATV Phone: (916) 653-1267
"Starstream Communications"
4120 Citrus Avenue
Rocklin, CA 95677

Applicant: Dean Henderson Phone: (916) 652-1267
4120 Citrus Avenue
Rocklin, CA 95677

NORTH OF SUNSET

Area: 2.45 acres

Proposal: The applicant is requesting approval of a use permit to allow Auto Collision Repair, and Design Review approval to construct a parking lot over an existing vacant Lot C.

Status: The application was received on June 28, 2002 and was approved by the Planning Commission on December 17, 2002. The project is built out.

36. DAWSON OIL CO. – CARWASH

Owner: Dawson Oil Company Phone: (916) 624-8284
P. O. Box 360
Rocklin, CA 95677

Applicant: Dawson Oil Company Phone: (916) 624-8284
Kasey E. Fray
P. O. Box 360
Rocklin, CA 95677

Zoning: Planned Development; Light Industrial (PD LI)

Location: Northwest corner of Pacific Street and Delmar Avenue.
A portion of APN#045-001-080

File #: DR-2003-09

Area: .97 acre (42,466 sq. ft.)

Proposal: Request approval of a design review to construct a 1545 s.f. carwash (Public) and provide Truck/Tanker parking (private – an extension of the established company located across Pacific Street) on the parcel described above.

Status: The project was approved by the Planning Commission on December 2, 2003.
The project is built out.

37. PACIFIC CENTER BUSINESS CENTER

Owner: Parkside Plaza Properties Phone: (916) 627-0246
3020 Sunset Hill Rd Fax: (916) 624-8738
Rocklin, CA 95677

Applicant: KMB Architecture Phone: (916) 673-3333
111 Woodmere Rd., Ste. 250 Fax: (916) 673-3334
Folsom, CA 95630

Zoning: C-2

NORTH OF SUNSET

Location: 5160 Pacific Street (Pacific & Sunset)
File #: U-2004-13, DR-2004-09 & DL-2004-07
Area: 3.751 acres
Proposal: Approval of Design Review to construct a retail/commercial/auto service business park. Center includes 5 buildings totaling 32,200 +/- sq. ft.
Status: The Planning Commission approved the project on February 15, 2005. The project is under construction.

38. DAWSON OIL COMPANY TRUCK YARD

Owner: Mel Dawson, Inc. Phone: (916) 624-8284
Dawson Oil Company Fax: (916) 632-3406
P. O. Box 360
Rocklin, CA 9567

Applicant: SAME AS ABOVE

Zoning: PD-LI

Location: 4325 Pacific Street, west of carwash
APN # 045-010-080

File #: DR-2004-23

Proposal: Proposed truck parking yard - no building.

Status: The Planning Commission approved the project on April 19, 2005.

39. FILNER CONST. PARCEL MAP

Owner: FCI Partners I, LLC Phone: (916) 624-1985
4470 Yankee Hill Rd., Ste. 200 Fax: (916) 625-0911
Rocklin, CA 95677

Applicant: Sean Barry/Steve Ourada Phone: (916) 624-1221
C/o Ourada Engineering Fax: (916) 624-1232
3111 Sunset Blvd., Ste. L
Rocklin, CA 95677

Zoning: PD-LI

Location: Yankee Hill Road
APN # 010-010-024

File #: DL-2004-06

APPENDIX A
EXISTING PLUS APPROVED PROJECTS LOS WORKSHEETS

DRAFT

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.039
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: E

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.8]

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

Volume Module:

Table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns representing critical gap and follow-up time metrics.

Capacity Module:

Table with 13 columns representing capacity metrics like Conflict Vol, Potent Cap., Move Cap., etc.

Level Of Service Module:

Table with 13 columns representing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: A

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

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

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

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1, 0, 1, 0, 1).

Volume Module table with 13 columns and 13 rows showing 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows showing Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

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

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

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

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.217
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

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

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume data 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 showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module table with 12 columns and 13 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 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

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

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

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

Volume Module:

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

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C [16.2]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity and volume. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C [15.9]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

Volume Module table with 12 columns and 13 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 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.1]

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

Volume Module:

Table with 12 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 12 columns showing capacity-related metrics like Conflict Vol, Potent Cap., Move Cap., etc.

Level of Service Module:

Table with 12 columns showing level of service details like 2Way95thQ, Control Del, LOS by Move, etc.

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

Rocklin Crossings
Existing + Approved Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.174
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity and critical volume/moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

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

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

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume data 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: Sat/Lane, Adjustment, Lanes, and Final Sat.

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 13 columns for volume metrics (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) and 4 rows of data.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Vol, Crit Moves) and 3 rows of data.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.2]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 0 1).

Volume Module:

Table with 13 columns for volume metrics (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.) and 4 rows of data.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for volume metrics (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) and 4 rows of data.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

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

Volume Module table with 13 columns representing different traffic movements and 13 rows of volume data 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 13 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

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

Volume Module table with 12 columns representing different traffic movements and 11 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 4 rows showing volume-to-saturation ratios and critical moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 3 rows showing capacity analysis metrics.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 5 rows of saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of capacity data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C [16.1]

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

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, Critical Gp, and FollowUpTim.

Capacity Module table with 12 columns and 5 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

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

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: C [15.2]

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

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows of data.

Critical Gap Module:

Table with 13 columns and 2 rows of data for Critical Gap and FollowUpTim.

Capacity Module:

Table with 13 columns and 4 rows of data for Capacity metrics.

Level of Service Module:

Table with 13 columns and 10 rows of data for Level of Service metrics.

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[11.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.0]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

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

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume data 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	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	40	165	0	48	0	0	0	0	165	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	316	562	110	352	16	22	56	22	469	48	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	320	570	112	357	16	22	57	22	476	49	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	320	570	112	357	16	22	57	22	476	49	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	320	570	112	357	16	22	57	22	523	49	116

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.44	0.56	1.83	0.17	1.00
Final Sat.:	1375	2750	1375	1375	2630	120	1375	1974	776	2516	234	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.41	0.08	0.14	0.14	0.02	0.03	0.03	0.21	0.21	0.08
Crit Vol:	570			112			40			286		
Crit Moves:	****			****			****			****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

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

Volume Module table with 13 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.733
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 0 0 0      1 0 0 1 0      0 0 2 0 1      1 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      301 1 357      0 645 72      145 379 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 0 0      301 1 357      0 645 72      145 379 0
Added Vol:    0 0 0      12 0 33      0 144 83      48 245 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  0 0 0      313 1 390      0 789 155      193 624 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   0 0 0      334 1 416      0 842 165      206 666 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 0 0      334 1 416      0 842 165      206 666 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0 0 0      334 1 416      0 842 165      206 666 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 0.00 0.00  1.00 0.01 0.99  0.00 2.00 1.00  1.00 2.00 0.00
Final Sat.:   0 0 0      1425 4 1421      0 2850 1425  1425 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00  0.23 0.29 0.29  0.00 0.30 0.12  0.14 0.23 0.00
Crit Vol:      0          417      421      206
Crit Moves:      ****      ****      ****
*****
    
```

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

```

*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.635
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1! 0 1      0 0 0 0 0      1 0 2 0 0      0 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      26 0 114      0 0 0      203 757 0      0 498 261
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  26 0 114      0 0 0      203 757 0      0 498 261
Added Vol:    122 0 54      0 0 0      28 128 0      0 170 12
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  148 0 168      0 0 0      231 885 0      0 668 273
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:   164 0 186      0 0 0      256 980 0      0 740 302
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  164 0 186      0 0 0      256 980 0      0 740 302
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   180 0 205      0 0 0      256 980 0      0 740 302
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.41 0.00 1.59  0.00 0.00 0.00  1.00 2.00 0.00  0.00 1.42 0.58
Final Sat.:  2002 0 2273      0 0 0      1425 2850 0      0 2023 827
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00 0.09  0.00 0.00 0.00  0.18 0.34 0.00  0.00 0.37 0.37
Crit Vol:    128      0      256      521
Crit Moves:  ****      ****      ****      ****
*****
    
```

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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*****
Intersection #5 Dominguez Road/Pacific Street
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.279
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Permitted      Permitted      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:          0  0  1! 0  0      0  0  1! 0  0      1  0  0  1  0      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       5  9  7      5  10  20      13  286  8      15  245  5
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  9  7      5  10  20      13  286  8      15  245  5
Added Vol:     0  1  0      0  1  2      1  13  0      0  18  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    5  10  7      5  11  22      14  299  8      15  263  5
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    5  11  8      5  12  24      15  326  9      16  286  5
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   5  11  8      5  12  24      15  326  9      16  286  5
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    5  11  8      5  12  24      15  326  9      16  286  5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:         0.23 0.45  0.32  0.13 0.29  0.58 1.00 0.97  0.03 1.00 1.00  1.00
Final Sat.:    324  648  453  187  413  825 1425 1388  37 1425 1425  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.02  0.02  0.03 0.03  0.03 0.01 0.23  0.23 0.01 0.20  0.00
Crit Vol:      5          41          334  16
Crit Moves:    ****          ****          ****  ****
*****

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Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.9]

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

Volume Module:

Base Vol:	8	164	0	0	243	10	9	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	164	0	0	243	10	9	0	19	0	0	0
Added Vol:	1	11	0	0	7	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	175	0	0	250	10	9	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	10	193	0	0	276	11	10	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	193	0	0	276	11	10	0	22	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	287	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	398	xxxx	143	xxxx	xxxx	xxxxxx
Potent Cap.:	1287	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	585	xxxx	884	xxxx	xxxx	xxxxxx
Move Cap.:	1287	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	582	xxxx	884	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	761	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			9.9			xxxxxxx		
ApproachLOS:	*			*			A			*		

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns (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.) and 4 rows.

Saturation Flow Module table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows.

Capacity Analysis Module table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

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

Volume Module:

Base Vol:	0	383	11	31	374	0	0	0	14	43	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	383	11	31	374	0	0	0	14	43	0	35
Added Vol:	0	15	5	0	14	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	398	16	31	388	0	0	0	14	48	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	411	17	32	401	0	0	0	14	50	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	411	17	32	401	0	0	0	14	50	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	411	17	32	401	0	0	0	14	50	0	36

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.01	0.02	0.28	0.00	0.00	0.00	0.01	0.03	0.00	0.03
Crit Vol:	411			32			14			50		
Crit Moves:	****			****			****			****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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*****
Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.536
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        93          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Split Phase      Split Phase
Rights:      Ignore      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 489 69 113 323 0 0 0 0 162 0 28
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 489 69 113 323 0 0 0 0 162 0 28
Added Vol:    0 15 33 0 25 0 0 0 0 5 0 7
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 504 102 113 348 0 0 0 0 167 0 35
User Adj:    1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.88 0.88 0.00 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:  0 574 0 129 396 0 0 0 0 190 0 40
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 574 0 129 396 0 0 0 0 190 0 40
PCE Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  0 574 0 129 396 0 0 0 0 190 0 40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 0.00 1.00 1.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00
Final Sat.:  1425 1425 0 1425 1425 0 0 1425 0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.40 0.00 0.09 0.28 0.00 0.00 0.00 0.00 0.13 0.00 0.03
Crit Vol:    574          396          0          190
Crit Moves:  ****          ****
*****

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Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.165
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

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

Volume Module:

Base Vol:	0	441	0	0	599	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	0	0	599	0	0	0	0	0	0	0
Added Vol:	0	16	16	54	7	0	0	0	0	21	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	457	16	54	606	0	0	0	0	21	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	481	17	57	638	0	0	0	0	22	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	481	17	57	638	0	0	0	0	22	0	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	481	17	57	638	0	0	0	0	24	0	21

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.90	0.10	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4130	145	1425	4275	0	0	0	0	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.04	0.15	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Vol:	166			57			0			12		
Crit Moves:	****			****						****		

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

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

Volume Module:

Base Vol:	203	376	34	39	328	68	84	152	188	44	167	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	376	34	39	328	68	84	152	188	44	167	25
Added Vol:	72	9	0	1	8	19	20	10	58	0	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	385	34	40	336	87	104	162	246	44	179	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	297	416	37	43	363	94	112	175	266	48	193	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	416	37	43	363	94	112	175	266	48	193	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	416	37	43	363	94	112	175	266	48	193	29

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.59	0.41	1.00	2.00	1.00	1.00	0.87	0.13
Final Sat.:	1375	2527	223	1375	2184	566	1375	2750	1375	1375	1195	180

Capacity Analysis Module:

Vol/Sat:	0.22	0.16	0.16	0.03	0.17	0.17	0.08	0.06	0.19	0.03	0.16	0.16
Crit Vol:	297				228	112					222	
Crit Moves:	****				****	****					****	

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

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

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume calculations including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

```

*****
Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.363
Loss Time (sec):      8 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Ignore          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  1  1  0          1  0  1  0  1          0  1  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             103  288   80   40  172  202   48  43   39  125  58   60
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          103  288   80   40  172  202   48  43   39  125  58   60
Added Vol:            1   0   0   0   0   4   4   0   0   0   0   0
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          104  288   80   40  172  206   52  43   39  125  58   60
User Adj:             1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              0.96 0.96  0.96  0.96 0.96  0.00  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:           108  300   83   42  179   0   54  45   41  130  60   63
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          108  300   83   42  179   0   54  45   41  130  60   63
PCE Adj:              1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           108  300   83   42  179   0   54  45   41  130  60   63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.57  0.43  1.00 1.00  1.00  0.55 0.45  1.00  1.00 0.49  0.51
Final Sat.:           1425 2230   620  1425 1425  1425   780 645  1425  1425 700   725
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.13  0.13  0.03 0.13  0.00  0.07 0.07  0.03  0.09 0.09  0.09
Crit Vol:             108          179          99          130
Crit Moves:          ****          ****          ****          ****
*****

```

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

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

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[12.2]

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

Volume Module:

Base Vol:	0	257	45	88	256	0	0	0	0	46	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	45	88	256	0	0	0	0	46	0	206
Added Vol:	0	1	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	258	45	88	256	0	0	0	0	47	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	264	46	90	262	0	0	0	0	48	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	264	46	90	262	0	0	0	0	48	0	211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	310	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	707	xxxxx	264
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1261	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	405	xxxxx	779
Move Cap.:	xxxxx	xxxxx	xxxxxx	1261	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	381	xxxxx	779
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.07	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.13	xxxxx	0.27

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.2	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.4	xxxxx	1.1
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	8.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	15.8	xxxxx	11.3
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	0.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	8.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			12.2		
ApproachLOS:	*			*			*			B		

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

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

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.7]

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

Volume Module:

Base Vol:	0	278	4	31	288	0	0	0	0	3	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	4	31	288	0	0	0	0	3	0	21
Added Vol:	0	23	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	301	4	31	317	0	0	0	0	3	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	316	4	33	333	0	0	0	0	3	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	316	4	33	333	0	0	0	0	3	0	22

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	320	xxxx	xxxxx	xxxx	xxxx	xxxxx	716	xxxx	318
Potent Cap.:	xxxx	xxxx	xxxxx	1251	xxxx	xxxxx	xxxx	xxxx	xxxxx	400	xxxx	727
Move Cap.:	xxxx	xxxx	xxxxx	1251	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	727
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	657	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			10.7					
ApproachLOS:	*			*			*			B					

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

Rocklin Crossings
Existing + Approved Conditions - Saturday

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

```

*****
Intersection #21 Taylor Road/King Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.490
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:         1  0  1  0  1      1  0  1  1  0      1  0  1  0  1      1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      159  274  110      19  244  49      54  47  171  110  55  176
Growth Adj:    1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   159  274  110      19  244  49      54  47  171  110  55  176
Added Vol:     0  4  0      0  4  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:   159  278  110      19  248  49      54  47  171  110  55  176
User Adj:      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       0.87 0.87  0.87      0.87 0.87  0.87      0.87 0.87  0.87  0.87 0.87  0.87
PHF Volume:    182  318  126      22  284  56      62  54  196  126  63  202
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   182  318  126      22  284  56      62  54  196  126  63  202
PCE Adj:       1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    182  318  126      22  284  56      62  54  196  126  63  202
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375      1375 1375  1375      1375 1375  1375  1375 1375  1375
Adjustment:    1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.00 1.00  1.00      1.00 1.67  0.33      1.00 1.00  1.00  1.00 0.24  0.76
Final Sat.:    1375 1375  1375      1375 2296  454      1375 1375  1375  1375 327  1048
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.13 0.23  0.09      0.02 0.12  0.12      0.04 0.04  0.14  0.09 0.19  0.19
Crit Vol:      182          170          196  126
Crit Moves:    ****          ****          ****  ****
*****

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APPENDIX A
EXISTING PLUS PROJECT LOS WORKSHEETS

DRAFT

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity and critical volume/moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

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

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[11.8]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module table with 12 columns and 13 rows: 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: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

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

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume data 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 13 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

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*****
Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Permitted      Split Phase      Split Phase
Rights:         Ignore          Include         Include          Include
Min. Green:     0   0   0           0   0   0           0   0   0           0   0   0
Lanes:          1  0  3  0  1       0  0  3  0  1       1  0  0  0  2       2  0  0  1  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       0 460   35       0 664   0       0   0   0       375   0 211
Growth Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0 460   35       0 664   0       0   0   0       375   0 211
Added Vol:     0  58   95       0  69   0       0   0   0       26   0   0
PasserByVol:  0   0   0       0   0   0       0   0   0       0   0   0
Initial Fut:   0 518  130       0 733   0       0   0   0       401   0 211
User Adj:      1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:       0.88 0.88 0.00   0.88 0.88 0.88   0.88 0.88 0.88   0.88 0.88 0.88
PHF Volume:    0 588   0       0 832   0       0   0   0       455   0 240
Reduct Vol:    0   0   0       0   0   0       0   0   0       0   0   0
Reduced Vol:   0 588   0       0 832   0       0   0   0       455   0 240
PCE Adj:       1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:       1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.10   1.10 1.00 1.10
Final Vol.:    0 588   0       0 832   0       0   0   0       501   0 263
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425   1425 1425 1425   1425 1425 1425   1425 1425 1425
Adjustment:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:         1.00 3.00 1.00   0.00 3.00 1.00   1.00 0.00 2.00   2.00 0.00 2.00
Final Sat.:    1425 4275 1425       0 4275 1425   1425   0 2850 2850   0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.14 0.00   0.00 0.19 0.00   0.00 0.00 0.00   0.18 0.00 0.09
Crit Vol:      0          277          0          250
Crit Moves:    ****          ****          ****
*****

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Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

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

Volume Module:

Table with 13 columns representing different volume metrics and 4 columns for the four directions. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 columns for directions. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 4 columns for directions. Rows include Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1, 0, 1, 1, 0).

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors like 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

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

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

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

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

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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

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

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

Volume Module:

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

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C [16.4]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: C [16.3]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

Volume Module table with 12 columns and 13 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 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.2]

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

Volume Module:

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

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 0 1).

Volume Module: Table with 13 columns (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.) and 13 rows of data.

Saturation Flow Module: Table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows of data.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

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

Volume Module table with 13 columns representing different traffic movements and 13 rows of volume data 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 13 columns and 5 rows of saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of capacity data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

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

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

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, etc.

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

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.032
Loss Time (sec): 6 (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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.1]

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

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns and 2 rows of data for Critical Gap and FollowUpTim.

Capacity Module:

Table with 13 columns and 4 rows of data for Capacity metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module:

Table with 13 columns and 10 rows of data for Level of Service metrics like 2Way95thQ, Control Del, etc.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 0 1).

Volume Module table with 13 columns and 13 rows showing traffic volume data 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

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

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

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

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1, 0, 1, 0, 1).

Volume Module table with 13 columns and 13 rows showing traffic volume data 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 13 columns and 3 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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*****
Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.417
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Permitted      Split Phase      Split Phase
Rights:         Ignore          Include         Include          Include
Min. Green:     0   0   0       0   0   0       0   0   0       0   0   0
Lanes:          1  0  3  0  1     0  0  3  0  1     1  0  0  0  2     2  0  0  1  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       0 560   38     0 789   0     0   0   0   0 320   0 159
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 560   38     0 789   0     0   0   0   0 320   0 159
Added Vol:     0 197  321     0 197   0     0   0   0   0  75   0   0
PasserByVol:   0   0   0     0   0   0     0   0   0   0   0   0
Initial Fut:   0 757  359     0 986   0     0   0   0   0 395   0 159
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:    0 825   0     0 1074  0     0   0   0   0 430   0 173
Reduct Vol:    0   0   0     0   0   0     0   0   0   0   0   0
Reduced Vol:   0 825   0     0 1074  0     0   0   0   0 430   0 173
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.10
Final Vol.:    0 825   0     0 1074  0     0   0   0   0 473   0 191
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 3.00 1.00 0.00 3.00 1.00 1.00 0.00 2.00 2.00 0.00 2.00
Final Sat.:   1425 4275 1425     0 4275 1425 1425 0 2850 2850 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.19 0.00 0.00 0.25 0.00 0.00 0.00 0.00 0.17 0.00 0.07
Crit Vol:      0          358          0          237
Crit Moves:    ****          ****          ****
*****

```

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: B

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 3 rows showing capacity analysis metrics.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.132
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 Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns representing different traffic movements and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

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

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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

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

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C [16.1]

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

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, Critical Gp, and FollowUpTim.

Capacity Module table with 12 columns and 5 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

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

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C [15.5]

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

Volume Module:

Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns showing critical gap values and follow-up times for different movements.

Capacity Module:

Table with 13 columns showing conflict volumes, potential capacity, move capacity, and volume/capacity ratios.

Level of Service Module:

Table with 13 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, Shared Cap, etc.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[11.8]

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

Volume Module:

Table with 13 columns representing traffic flow directions. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[14.8]

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

Volume Module:

Table with 13 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 13 columns showing capacity-related metrics like Conflict Vol, Potent Cap, Move Cap, etc.

Level of Service Module:

Table with 13 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

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

Rocklin Crossings
Existing + Project Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

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

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity and critical volume/moves.

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 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:	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:	15	276	397	110	304	16	22	56	22	304	48	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	276	397	110	304	16	22	56	22	304	48	114
Added Vol:	0	0	24	0	0	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	276	421	110	304	16	22	56	22	326	48	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	280	427	112	308	16	22	57	22	331	49	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	280	427	112	308	16	22	57	22	331	49	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	15	280	427	112	308	16	22	57	22	364	49	116

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.44	0.56	1.76	0.24	1.00
Final Sat.:	1375	2750	1375	1375	2612	138	1375	1974	776	2425	325	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.31	0.08	0.12	0.12	0.02	0.03	0.03	0.15	0.15	0.08
Crit Vol:	427			112			40			206		
Crit Moves:	****			****			****			****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	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	3	0	0	0	39	0	0	36	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	29	451	22	129	212	417	11	35	416	298
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	478	23	137	225	442	12	37	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	31	478	23	137	225	442	12	37	441	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	526	23	137	225	442	12	37	441	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	489	886	2633	117	1375	1375	2679	71	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.20	0.20	0.10	0.16	0.16	0.16	0.03	0.16	0.00
Crit Vol:	48			274			225			220		
Crit Moves:	****			****			****			****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

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

Volume Module:

Base Vol:	5	9	7	5	10	20	13	286	8	15	245	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	9	7	5	10	20	13	286	8	15	245	5
Added Vol:	3	4	0	10	2	0	0	0	3	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	13	7	15	12	20	13	286	11	15	245	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	9	14	8	16	13	22	14	312	12	16	267	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	14	8	16	13	22	14	312	12	16	267	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	14	8	16	13	22	14	312	12	16	267	13

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.46	0.25	0.32	0.25	0.43	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	407	662	356	455	364	606	1425	1372	53	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.01	0.23	0.23	0.01	0.19	0.01
Crit Vol:	9			51			324		16			
Crit Moves:	****			****			****		****	****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.2]

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

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

Volume Module:

Base Vol:	8	164	0	0	243	10	9	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	164	0	0	243	10	9	0	19	0	0	0
Added Vol:	0	3	0	0	3	7	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	167	0	0	246	17	14	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	9	184	0	0	272	19	15	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	184	0	0	272	19	15	0	21	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	290	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	391	xxxx	145	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1283	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	591	xxxx	882	xxxxxx	xxxx	xxxxxx
Move Cap.:	1283	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	588	xxxx	882	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.03	xxxx	0.02	xxxxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	728	xxxxxx	xxxxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*	
ApproachDel:	xxxxxxx			xxxxxxx			10.2			xxxxxxx			
ApproachLOS:	*			*			B			*			

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

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

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

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

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

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

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for various volume and adjustment factors like 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 for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - Saturday

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

```

*****
Intersection #9 Sierra College Boulevard/Granite Drive
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.673
Loss Time (sec):      8 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Protected      Protected      Protected
Rights:               Include      Include      Include      Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Lanes:                1  0  1  0  1      1  0  1  0  1      1  0  1  0  2      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             146  298   94   56  278   98  107  19   78  119  18   25
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          146  298   94   56  278   98  107  19   78  119  18   25
Added Vol:            39  183   0    0  209   0    0  0   40   0  0  0
PasserByVol:          0  0  0    0  0  0    0  0  0   0  0  0
Initial Fut:          185  481   94   56  487   98  107  19  118  119  18   25
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:           200  520  102   61  526  106  116  21  128  129  19  27
Reduct Vol:           0  0  0    0  0  0    0  0  0   0  0  0
Reduced Vol:          200  520  102   61  526  106  116  21  128  129  19  27
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:           200  520  102   61  526  106  116  21  140  129  19  27
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  2.00  1.00 1.00  1.00
Final Sat.:           1375 1375  1375  1375 1375  1375  1375 1375  2750  1375 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.38  0.07  0.04 0.38  0.08  0.08 0.01  0.05  0.09 0.01  0.02
Crit Vol:             200          526          70  129
Crit Moves:          ****          ****          ****  ****
*****

```


Rocklin Crossings
Existing + Project Conditions - Saturday

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

```

*****
Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.302
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      Permitted      Split Phase      Split Phase
Rights:        Ignore          Include         Include          Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:         1  0  3  0  1      0  0  3  0  1      1  0  0  0  2      2  0  0  1  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0  489  69      0  436  0      0  0  0      162  0  28
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0  489  69      0  436  0      0  0  0      162  0  28
Added Vol:     0  222  363      0  249  0      0  0  0      95  0  0
PasserByVol:  0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:   0  711  432      0  685  0      0  0  0      257  0  28
User Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00
PHF Adj:       0.88 0.88  0.00  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88
PHF Volume:    0  810  0      0  780  0      0  0  0      293  0  32
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   0  810  0      0  780  0      0  0  0      293  0  32
PCE Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00
MLF Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.10
Final Vol.:    0  810  0      0  780  0      0  0  0      322  0  35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.00 3.00  1.00  0.00 3.00  1.00  1.00 0.00  2.00  2.00 0.00  2.00
Final Sat.:   1425 4275  1425      0 4275  1425  1425  0  2850  2850  0  2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.19  0.00  0.00 0.18  0.00  0.00 0.00  0.00  0.11 0.00  0.01
Crit Vol:      270          260          0          161
Crit Moves:    ****          ****
*****

```

Rocklin Crossings
Existing + Project Conditions - Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
 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:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	0	462	0	0	407	78	247	0	192	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	0	0	407	78	247	0	192	0	0	0
Added Vol:	0	147	243	297	48	0	0	392	24	181	0	556
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-162
Initial Fut:	0	609	243	297	455	78	247	392	216	181	0	394
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.00	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	728	290	355	544	0	295	468	258	216	0	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	728	290	355	544	0	295	468	258	216	0	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	728	290	390	544	0	325	468	258	238	0	471

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	2850	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.20	0.14	0.19	0.00	0.11	0.16	0.18	0.08	0.00	0.33
Crit Vol:			290		195				258			471
Crit Moves:			****		****				****			****

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			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
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	0	0	599	0	0	0	0	0	0	0
Added Vol:	0	273	73	71	181	0	0	0	0	139	0	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	714	73	71	780	0	0	0	0	139	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	752	77	75	821	0	0	0	0	146	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	752	77	75	821	0	0	0	0	146	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	752	77	75	821	0	0	0	0	161	0	76

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	2.72	0.28	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3878	397	1425	4275	0	0	0	0	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.05	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.03
Crit Vol:	276			75			0			80		
Crit Moves:	****			****						****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 89 Level Of Service: D

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

Volume Module:

Base Vol:	203	376	34	39	328	68	84	152	188	44	167	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	376	34	39	328	68	84	152	188	44	167	25
Added Vol:	0	119	0	72	110	138	149	0	0	0	0	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	495	34	111	438	206	233	152	188	44	167	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	219	535	37	120	473	222	252	164	203	48	180	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	535	37	120	473	222	252	164	203	48	180	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.:	219	535	37	120	473	222	252	164	203	48	180	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	1.87	0.13	1.00	1.36	0.64	1.00	2.00	1.00	1.00	0.62	0.38
Final Sat.:	1375	2573	177	1375	1870	880	1375	2750	1375	1375	854	521

Capacity Analysis Module:

Vol/Sat:	0.16	0.21	0.21	0.09	0.25	0.25	0.18	0.06	0.15	0.03	0.21	0.21
Crit Vol:	219			348			252			290		
Crit Moves:	****			****			****			****		

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

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

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
Existing + Project Conditions - Saturday

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

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*****
Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.359
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Protected      Permitted      Permitted
Rights:               Include      Ignore      Include      Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Lanes:                1  0  1  1  0      1  0  1  0  1      0  1  0  0  1      1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             103  288   80   40  172  202   48  43   39  125  58   60
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          103  288   80   40  172  202   48  43   39  125  58   60
Added Vol:            0   0   0   0   0   0   0   0   0   0   0   0
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          103  288   80   40  172  202   48  43   39  125  58   60
User Adj:             1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              0.96 0.96  0.96  0.96 0.96  0.00  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:           107  300   83   42  179   0   50  45   41  130  60   63
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          107  300   83   42  179   0   50  45   41  130  60   63
PCE Adj:              1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           107  300   83   42  179   0   50  45   41  130  60   63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.57  0.43  1.00 1.00  1.00  0.53 0.47  1.00  1.00 0.49  0.51
Final Sat.:           1425 2230   620  1425 1425  1425   752 673  1425  1425 700   725
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.13  0.13  0.03 0.13  0.00  0.07 0.07  0.03  0.09 0.09  0.09
Crit Vol:             107          179          95          130
Crit Moves:          ****          ****          ****          ****
*****

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Rocklin Crossings
Existing + Project Conditions - Saturday

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

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

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.3]

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

Volume Module:

Base Vol:	0	257	45	88	256	0	0	0	0	46	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	45	88	256	0	0	0	0	46	0	206
Added Vol:	0	0	0	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	45	88	256	0	0	0	0	55	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	263	46	90	262	0	0	0	0	56	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	263	46	90	262	0	0	0	0	56	0	211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	309	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	706	xxxxx	263
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1263	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	405	xxxxx	780
Move Cap.:	xxxxx	xxxxx	xxxxxx	1263	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	382	xxxxx	780
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.07	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.15	xxxxx	0.27

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.2	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.5	xxxxx	1.1			
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	8.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	16.0	xxxxx	11.3			
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx			
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	0.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	8.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx	12.3					
ApproachLOS:	*				*				*	B					

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.7]

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module:

Table of traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim values for different movements.

Capacity Module:

Table of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table of level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[11.1]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Base Vol:	6	267	19	50	289	2	2	14	8	38	10	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	267	19	50	289	2	2	14	8	38	10	47
Added Vol:	0	99	0	0	107	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	366	19	50	396	2	2	14	8	38	10	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	399	21	55	432	2	2	15	9	41	11	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	399	21	55	432	2	2	15	9	41	11	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	399	21	55	432	2	2	15	9	41	11	51

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.99	0.01	0.08	0.59	0.33	0.40	0.11	0.49
Final Sat.:	1425	1355	70	1425	1418	7	119	831	475	570	150	705

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.04	0.30	0.30	0.02	0.02	0.02	0.07	0.07	0.07
Crit Vol:			420		55			2			104	
Crit Moves:			****		****			****			****	

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.5]

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

Volume Module:

Base Vol:	0	278	4	31	288	0	0	0	0	3	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	4	31	288	0	0	0	0	3	0	21
Added Vol:	0	99	0	0	107	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	4	31	395	0	0	0	0	3	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	396	4	33	414	0	0	0	0	3	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	396	4	33	414	0	0	0	0	3	0	22

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	400	xxxx	xxxxx	xxxx	xxxx	xxxxx	877	xxxx	398
Potent Cap.:	xxxx	xxxx	xxxxx	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	321	xxxx	656
Move Cap.:	xxxx	xxxx	xxxxx	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	315	xxxx	656
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	578	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			11.5					
ApproachLOS:	*			*			*			B					

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

Rocklin Crossings
Existing + Project Conditions - Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 0 1).

Volume Module table with 13 columns and 13 rows showing various volume metrics like 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

APPENDIX A
EXISTING PLUS APPROVED PROJECTS PLUS PROJECT
LOS WORKSHEETS

DRAFT

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.047
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: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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

Volume Module table with 13 columns representing different volume categories and 13 rows of data 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 13 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	0	0	0	157	2	244	0	620	412	339	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	157	2	244	0	620	412	339	862	0
Added Vol:	0	0	0	12	0	26	0	124	91	86	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	2	270	0	744	503	425	1049	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	185	2	296	0	816	552	466	1150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	2	296	0	816	552	466	1150	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	185	2	296	0	816	552	466	1150	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	10	1415	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.21	0.21	0.00	0.29	0.39	0.33	0.40	0.00
Crit Vol:	0			298			552			466		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

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*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.976
Loss Time (sec):      6 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:       180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1! 0 1      0 0 0 0 0      1 0 2 0 0      0 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      570 2 735      0 0 0      208 569 0      0 631 47
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  570 2 735      0 0 0      208 569 0      0 631 47
Added Vol:    67 0 75      0 0 0      21 115 0      0 206 12
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  637 2 810      0 0 0      229 684 0      0 837 59
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume:   733 2 932      0 0 0      264 787 0      0 963 68
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  733 2 932      0 0 0      264 787 0      0 963 68
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   806 2 1025      0 0 0      264 787 0      0 963 68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.32 0.01 1.67 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.87 0.13
Final Sat.:  1880 5 2390      0 0 0      1425 2850 0      0 2662 188
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.43 0.43 0.43 0.00 0.00 0.00 0.18 0.28 0.00 0.00 0.36 0.36
Crit Vol:    611          0          264          516
Crit Moves:  ****          ****          ****
*****

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Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

```

*****
Intersection #5 Dominguez Road/Pacific Street
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.465
Loss Time (sec):      8 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Protected      Protected
Rights:              Include      Include      Include      Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Lanes:               0  0  1! 0  0      0  0  1! 0  0      1  0  0  1  0      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             23  68  59      23  16  50      71  318  36      66  292  61
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          23  68  59      23  16  50      71  318  36      66  292  61
Added Vol:            1  1  0      3  1  1      1  9  1      0  8  2
PasserByVol:         0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:          24  69  59      26  17  51      72  327  37      66  300  63
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              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  75  64      28  19  56      78  356  40      72  327  69
Reduct Vol:           0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:          26  75  64      28  19  56      78  356  40      72  327  69
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           26  75  64      28  19  56      78  356  40      72  327  69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                0.16 0.45  0.39  0.28 0.18  0.54  1.00 0.90  0.10  1.00 1.00  1.00
Final Sat.:           225  647  553  394  258  773  1425 1280  145  1425 1425  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12  0.07 0.07  0.07  0.06 0.28  0.28  0.05 0.23  0.05
Crit Vol:              166      28      397      72
Crit Moves:           ****      ****      ****      ****
*****

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Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[11.9]

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

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

Volume Module:

Base Vol:	86	90	0	0	255	47	36	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	90	0	0	255	47	36	0	70	0	0	0
Added Vol:	0	13	0	0	11	2	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	103	0	0	266	49	37	0	71	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	94	113	0	0	291	54	41	0	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	113	0	0	291	54	41	0	78	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	345	xxxx	xxxxx	xxxxx	xxxx	xxxxx	563	xxxx	173	xxxx	xxxx	xxxxx
Potent Cap.:	1225	xxxx	xxxxx	xxxxx	xxxx	xxxxx	461	xxxx	847	xxxx	xxxx	xxxxx
Move Cap.:	1225	xxxx	xxxxx	xxxxx	xxxx	xxxxx	434	xxxx	847	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	639	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*	
ApproachDel:	xxxxxxx			xxxxxxx			11.9			xxxxxxx			
ApproachLOS:	*			*			B			*			

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

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

Volume Module:

Base Vol:	153	243	142	23	426	167	65	171	67	172	232	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	243	142	23	426	167	65	171	67	172	232	31
Added Vol:	3	44	15	0	40	7	8	1	4	17	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	287	157	23	466	174	73	172	71	189	233	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	171	315	173	25	512	191	80	189	78	208	256	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	315	173	25	512	191	80	189	78	208	256	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	315	173	25	512	191	80	189	78	208	256	34

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.12	0.23	0.13	0.02	0.37	0.14	0.06	0.14	0.06	0.15	0.19	0.02
Crit Vol:	171			512			189			208		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, 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 3 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
 Existing + Approved + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

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

Volume Module:												
Base Vol:	0	460	35	0	664	0	0	0	0	375	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	35	0	664	0	0	0	0	375	0	211
Added Vol:	0	75	138	0	88	0	0	0	0	28	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	535	173	0	752	0	0	0	0	403	0	215
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	607	0	0	854	0	0	0	0	457	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	607	0	0	854	0	0	0	0	457	0	244
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	607	0	0	854	0	0	0	0	503	0	268

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

Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.09
Crit Vol:	0			285			0			252		
Crit Moves:	****			****						****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

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*****
Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.480
Loss Time (sec):      8 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        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      Split Phase      Split Phase
Rights:               Include        Ignore         Include          Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Lanes:                0  0  4  0  1  2  0  2  0  1  2  0  2  0  1  1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  559  0      0  711  122  206  0  115  0  0  0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  559  0      0  711  122  206  0  115  0  0  0
Added Vol:            0  105  67  82  25  0  0  109  22  47  0  145
PasserByVol:          0  0  0      0  0  0  0  0  0  0  0  -42
Initial Fut:          0  664  67  82  736  122  206  109  137  47  0  103
User Adj:             1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.89 0.89 0.89 0.89 0.89 0.00 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume:           0  747  75  92  828  0  232  123  154  53  0  116
Reduct Vol:           0  0  0      0  0  0  0  0  0  0  0  0
Reduced Vol:          0  747  75  92  828  0  232  123  154  53  0  116
PCE Adj:              1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           0  747  75  101  828  0  255  123  154  53  0  116
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 4.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 1.00 0.00 1.00
Final Sat.:           0 5700 1425 2850 2850 1425 2850 2850 1425 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.13 0.05 0.04 0.29 0.00 0.09 0.04 0.11 0.04 0.00 0.08
Crit Vol:              187          414          154          116
Crit Moves:           ****          ****          ****          ****
*****

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Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.244
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

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

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crosssings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

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

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

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

Volume Module:

Base Vol:	0	353	50	98	245	0	0	0	0	55	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	50	98	245	0	0	0	0	55	0	312
Added Vol:	0	1	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	50	98	245	0	0	0	0	58	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	384	54	106	266	0	0	0	0	63	0	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	384	54	106	266	0	0	0	0	63	0	339

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	439	xxxx	xxxxx	xxxx	xxxx	xxxxx	863	xxxx	384
Potent Cap.:	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	668
Move Cap.:	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	xxxx	668
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.51

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	2.9
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.0	xxxx	15.8
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			16.5		
ApproachLOS:	*			*			*			C		

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C [16.5]

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

Volume Module: Table with 13 columns for traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, Critical Gp, and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 13 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: C [16.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns: 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: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crosssings / Rocklin 60
 Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.4]

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

Volume Module:

Base Vol:	0	257	1	71	518	0	0	0	0	4	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	1	71	518	0	0	0	0	4	0	37
Added Vol:	0	47	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	304	1	71	565	0	0	0	0	4	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	322	1	75	598	0	0	0	0	4	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	322	1	75	598	0	0	0	0	4	0	39

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	1070	xxxx	322
Potent Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	723
Move Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	xxxx	723
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.05

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	602	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			11.4					
ApproachLOS:	*			*			*			B					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

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

Volume Module table with 13 columns representing different volume categories and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 5 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.196
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

```

*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.245
Loss Time (sec):      6 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                0 0 0 0 0           1 0 0 1 0           0 0 2 0 1           1 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0   0   0           52  2  258           0 686  516           503 1102   0
Growth Adj:           1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00
Initial Bse:          0   0   0           52  2  258           0 686  516           503 1102   0
Added Vol:            0   0   0           26  0   50           0 302  147           172  371   0
PasserByVol:         0   0   0           0   0   0           0   0   0           0   0   0
Initial Fut:          0   0   0           78  2  308           0 988  663           675 1473   0
User Adj:             1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00
PHF Adj:              0.93 0.93 0.93       0.93 0.93 0.93       0.93 0.93 0.93       0.93 0.93 0.93
PHF Volume:          0   0   0           84  2  332           0 1064  714           727 1586   0
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:         0   0   0           84  2  332           0 1064  714           727 1586   0
PCE Adj:              1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00
Final Vol.:          0   0   0           84  2  332           0 1064  714           727 1586   0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425       1425 1425 1425       1425 1425 1425       1425 1425 1425
Adjustment:           1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00       1.00 1.00 1.00
Lanes:                0.00 0.00 0.00       1.00 0.01 0.99       0.00 2.00 1.00       1.00 2.00 0.00
Final Sat.:          0   0   0           1425  9 1416           0 2850  1425       1425 2850   0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00       0.06 0.23  0.23       0.00 0.37  0.50       0.51 0.56  0.00
Crit Vol:              0                               334           714  727
Crit Moves:          ****                               ****  ****
*****

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Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.158
Loss Time (sec): 6 (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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.4]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 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: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 0 1).

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for volume metrics (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) and 4 rows of data.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

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*****
Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.431
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Permitted      Split Phase      Split Phase
Rights:               Ignore        Include        Include        Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Lanes:                1  0  3  0  1  0  0  3  0  1  1  0  0  0  2  2  0  0  1  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  560  38      0  789  0      0  0  0      320  0  159
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  560  38      0  789  0      0  0  0      320  0  159
Added Vol:            0  216  350      0  240  0      0  0  0      81  0  20
PasserByVol:         0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:          0  776  388      0  1029  0      0  0  0      401  0  179
User Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:           0  845  0      0  1121  0      0  0  0      437  0  195
Reduct Vol:           0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:          0  845  0      0  1121  0      0  0  0      437  0  195
PCE Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.10
Final Vol.:           0  845  0      0  1121  0      0  0  0      481  0  214
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 0.00 3.00 1.00 1.00 0.00 2.00 2.00 0.00 2.00
Final Sat.:           1425 4275 1425 0 4275 1425 1425 0 2850 2850 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.00 0.00 0.26 0.00 0.00 0.00 0.00 0.17 0.00 0.08
Crit Vol:             0      374      0      240
Crit Moves:          ****      ****      ****
*****

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Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 121 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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	2	0	2	2	0	2	1	0	0

Volume Module:

Base Vol:	0	721	0	0	672	224	211	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	721	0	0	672	224	211	0	31	0	0	0
Added Vol:	0	183	192	235	70	0	0	309	69	160	0	493
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-144
Initial Fut:	0	904	192	235	742	224	211	309	100	160	0	349
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1004	213	261	824	0	234	343	111	178	0	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	213	261	824	0	234	343	111	178	0	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1004	213	287	824	0	258	343	111	178	0	388

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.15	0.10	0.29	0.00	0.09	0.12	0.08	0.12	0.00	0.27
Crit Vol:	251			412			172			388		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.075
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: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1, 0, 1, 1, 0).

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 13 columns and 3 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 Existing + Approved + Project Conditions - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

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

Volume Module:

Base Vol:	88	373	177	48	202	387	75	46	67	140	50	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	373	177	48	202	387	75	46	67	140	50	72
Added Vol:	2	0	0	0	0	7	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	373	177	48	202	394	83	46	67	140	50	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	389	185	50	211	0	87	48	70	146	52	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	389	185	50	211	0	87	48	70	146	52	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	389	185	50	211	0	87	48	70	146	52	75

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	0.64	0.36	1.00	1.00	0.41	0.59
Final Sat.:	1425	1933	917	1425	1425	1425	917	508	1425	1425	584	841

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.20	0.04	0.15	0.00	0.09	0.09	0.05	0.10	0.09	0.09
Crit Vol:	287			50			135			146		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

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

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C [16.2]

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

Volume Module:

Base Vol:	0	353	50	98	245	0	0	0	0	55	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	50	98	245	0	0	0	0	55	0	312
Added Vol:	0	2	0	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	50	98	245	0	0	0	0	65	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	378	53	104	261	0	0	0	0	69	0	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	378	53	104	261	0	0	0	0	69	0	333

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	xxxx	378
Potent Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	673
Move Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	xxxx	673
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	0.49

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	2.8			
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.0	xxxx	15.5			
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	C			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			16.2					
ApproachLOS:	*			*			*			C					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C [15.7]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity and volume. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[12.2]

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

Volume Module:

Base Vol:	153	68	0	0	43	55	61	0	242	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	68	0	0	43	55	61	0	242	0	0	0
Added Vol:	74	0	0	0	0	8	9	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	68	0	0	43	63	70	0	317	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:	263	79	0	0	50	73	81	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	263	79	0	0	50	73	81	0	367	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	123	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	690	xxxx	86	xxxx	xxxx	xxxxxx
Potent Cap.:	1477	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	414	xxxx	978	xxxx	xxxx	xxxxxx
Move Cap.:	1477	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	347	xxxx	978	xxxx	xxxx	xxxxxx
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.38	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.9	xxxx	1.8	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	18.5	xxxx	10.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			12.2			xxxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

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

Volume Module table with 12 columns representing different traffic flows and 11 rows of volume and adjustment data.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow and adjustment data.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C [15.6]

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	0	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	128	0	0	128	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	687	4	47	442	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	718	4	49	462	0	0	0	0	3	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	718	4	49	462	0	0	0	0	3	0	60

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	722	xxxx	xxxxx	xxxx	xxxx	xxxxx	1280	xxxx	720
Potent Cap.:	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx	185	xxxx	431
Move Cap.:	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	431
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.14

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	402	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			15.6					
ApproachLOS:	*			*			*			C					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

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

Volume Module:

Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

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

Volume Module table with 13 columns representing different volume categories and 13 rows of data 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 13 columns and 5 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.823
Loss Time (sec):      6 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        81          Level Of Service:          D
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  0  0  0      1  0  0  1  0      0  0  2  0  1      1  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  0  0          301  1  357          0  645  72  145  379  0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  0  0          301  1  357          0  645  72  145  379  0
Added Vol:            0  0  0          12  0  44          0  186  83  136  273  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:          0  0  0          313  1  401          0  831  155  281  652  0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:           0  0  0          334  1  428          0  887  165  300  696  0
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:          0  0  0          334  1  428          0  887  165  300  696  0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           0  0  0          334  1  428          0  887  165  300  696  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 0.00 0.00 1.00 0.01 0.99 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.:           0  0  0          1425  4  1421          0  2850  1425  1425  2850  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00 0.23 0.30 0.30 0.00 0.31 0.12 0.21 0.24 0.00
Crit Vol:              0          429          443          300
Crit Moves:           ****          ****          ****
*****

```

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns for Critical Gap and FollowUpTim values.

Capacity Module:

Table with 13 columns for Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module:

Table with 13 columns for Level of Service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

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

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

Volume Module:

Base Vol:	28	324	69	29	267	60	25	220	28	83	202	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	324	69	29	267	60	25	220	28	83	202	24
Added Vol:	10	114	55	0	120	15	11	2	13	60	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	438	124	29	387	75	36	222	41	143	204	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	40	466	132	31	412	80	38	236	44	152	217	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	466	132	31	412	80	38	236	44	152	217	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	466	132	31	412	80	38	236	44	152	217	26

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.03	0.34	0.10	0.02	0.30	0.06	0.03	0.17	0.03	0.11	0.16	0.02
Crit Vol:	466			31			236			152		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

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

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

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

Volume Module:

Base Vol:	146	298	94	56	278	98	107	19	78	119	18	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	298	94	56	278	98	107	19	78	119	18	25
Added Vol:	46	199	0	0	227	1	3	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	497	94	56	505	99	110	19	125	119	18	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	208	537	102	61	546	107	119	21	135	129	19	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	537	102	61	546	107	119	21	135	129	19	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	208	537	102	61	546	107	119	21	149	129	19	27

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.15	0.39	0.07	0.04	0.40	0.08	0.09	0.01	0.05	0.09	0.01	0.02
Crit Vol:	208			546			74		129			
Crit Moves:	****			****			****		****			

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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

Volume Module:

Base Vol:	0	489	69	113	323	0	0	0	0	162	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	489	69	113	323	0	0	0	0	162	0	28
Added Vol:	0	237	395	0	275	0	0	0	0	100	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	726	464	113	598	0	0	0	0	262	0	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	827	0	129	681	0	0	0	0	298	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	827	0	129	681	0	0	0	0	298	0	40
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	0	827	0	129	681	0	0	0	0	328	0	44

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.48	2.52	1.00	1.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	1425	4275	1425	679	3596	1425	1425	0	2850	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.02
Crit Vol:	0			270			0			164		
Crit Moves:	****			****						****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 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			Split Phase			Split Phase										
Rights:	Include			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	1	0	0	0	1

Volume Module:

Base Vol:	0	462	0	0	407	78	247	0	192	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	0	0	407	78	247	0	192	0	0	0
Added Vol:	0	200	243	297	70	0	0	392	63	181	0	556
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-162
Initial Fut:	0	662	243	297	477	78	247	392	255	181	0	394
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.00	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	791	290	355	570	0	295	468	305	216	0	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	290	355	570	0	295	468	305	216	0	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	791	290	390	570	0	325	468	305	216	0	471

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.20	0.14	0.20	0.00	0.11	0.16	0.21	0.15	0.00	0.33
Crit Vol:			290	195					305			471
Crit Moves:			****	****					****			****

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #12 Sierra College Boulevard/Dominguez Road

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

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			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
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	0	0	599	0	0	0	0	0	0	0
Added Vol:	0	288	88	126	188	0	0	0	0	160	0	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	729	88	126	787	0	0	0	0	160	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	767	93	133	828	0	0	0	0	168	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	767	93	133	828	0	0	0	0	168	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	767	93	133	828	0	0	0	0	185	0	97

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.68	0.32	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3815	460	1425	4275	0	0	0	0	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.09	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Vol:			287		133			0			93	
Crit Moves:			****		****						****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	203	376	34	39	328	68	84	152	188	44	167	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	376	34	39	328	68	84	152	188	44	167	25
Added Vol:	72	128	0	73	118	157	170	10	58	0	12	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	504	34	112	446	225	254	162	246	44	179	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	297	544	37	121	482	243	274	175	266	48	193	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	544	37	121	482	243	274	175	266	48	193	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	544	37	121	482	243	274	175	266	48	193	112

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.33	0.67	1.00	2.00	1.00	1.00	0.63	0.37
Final Sat.:	1375	2576	174	1375	1828	922	1375	2750	1375	1375	870	505

Capacity Analysis Module:

Vol/Sat:	0.22	0.21	0.21	0.09	0.26	0.26	0.20	0.06	0.19	0.03	0.22	0.22
Crit Vol:	297				362	274					306	
Crit Moves:	****				****	****					****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

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

Volume Module table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

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

Volume Module:

Base Vol:	103	288	80	40	172	202	48	43	39	125	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	288	80	40	172	202	48	43	39	125	58	60
Added Vol:	1	0	0	0	0	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	288	80	40	172	206	52	43	39	125	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	108	300	83	42	179	0	54	45	41	130	60	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	300	83	42	179	0	54	45	41	130	60	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	300	83	42	179	0	54	45	41	130	60	63

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	0.55	0.45	1.00	1.00	0.49	0.51
Final Sat.:	1425	2230	620	1425	1425	1425	780	645	1425	1425	700	725

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.13	0.03	0.13	0.00	0.07	0.07	0.03	0.09	0.09	0.09
Crit Vol:	108			179			99			130		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

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

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.3]

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

Volume Module:

Base Vol:	0	257	45	88	256	0	0	0	0	46	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	45	88	256	0	0	0	0	46	0	206
Added Vol:	0	1	0	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	258	45	88	256	0	0	0	0	56	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	264	46	90	262	0	0	0	0	57	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	264	46	90	262	0	0	0	0	57	0	211

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	xxxx	264
Potent Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	779
Move Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	779
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.27

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	1.1			
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.1	xxxx	11.3			
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			12.3					
ApproachLOS:	*			*			*			B					

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.7]

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

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

Volume Module:

Base Vol:	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:	7	0	1	0	0	0	0	3	6	1	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	91	0	0	0	0	55	27	61	68	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:	32	0	99	0	0	0	0	60	29	66	74	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	32	0	99	0	0	0	0	60	29	66	74	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	282	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	xxxx	xxxxx
Potent Cap.:	713	xxxx	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1519	xxxx	xxxxx
Move Cap.:	688	xxxx	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1519	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	897	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	9.7		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx				
ApproachLOS:	A		*		*		*		*		*				

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: B[11.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

Volume Module table with 12 columns representing different traffic movements and 11 rows of volume and adjustment factors.

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

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.8]

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

Volume Module:

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

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

APPENDIX A

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

DRAFT

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Blue Areas = Input areas

2001 AM Peak Hour (38% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	577	591	514	82	289	506	865	105
2	157	966	0	748	384	797	0	690
3	315	1,341	0	797	0	658	831	966
4	0	1,092	1,024	658	206	1,227	0	1,341
5	65	429	104	220	125	210	60	424
6	142	0	118	22	18	0	111	153
7	422	506	346	149	180	222	543	479
8	543	182	283	0	346	46	616	0
9	609	0	368	16	298	0	553	141
10	553	471	271	0	368	325	603	1
11	603	0	428	83	271	0	601	241
12	601	0	428	0	428	0	601	0
13	601	376	450	611	428	197	524	889
14	687	235	182	0	399	229	476	0
15	266	0	316	115	278	0	130	289
16	130	246	193	0	316	75	178	0
17	0	247	44	38	0	46	148	135
18	129	0	349	199	31	0	272	375
19	255	62	119	12	156	33	207	51
20	263	85	147	0	231	38	226	0
21	385	314	300	229	190	118	620	299
22								

2025 AM Peak Hour (38% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	575	713	440	158	302	339	835	410
2	368	1,882	0	1,137	667	1,228	0	1,492
3	626	2,094	0	1,228	0	1,155	911	1,882
4	0	1,753	1,230	1,155	417	1,627	0	2,094
5	201	925	210	346	440	266	148	830
6	315	0	302	95	123	0	331	257
7	1,452	804	1,247	253	718	405	1,651	982
8	1,651	682	1,026	0	1,247	288	1,825	0
9	1,786	0	1,185	98	1,089	0	1,518	463
10	1,518	1,011	1,325	54	1,185	129	2,418	175
11	1,814	154	1,468	696	1,931	439	1,749	13
12	1,749	218	1,378	0	1,354	206	1,785	0
13	1,767	1,057	1,168	1,140	1,404	422	1,439	1,866
14	1,114	517	331	0	709	546	706	0
15	582	0	459	404	590	0	278	577
16	278	481	382	0	459	186	496	0
17	0	661	210	144	0	216	219	579
18	445	0	732	407	176	0	468	939
19	1,136	470	591	20	1,032	199	827	160
20	1,150	434	622	0	802	222	1,183	0
21	757	723	417	415	377	293	1,029	609
22								

2001 PM Peak Hour (28% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	395	513	1,087	44	703	651	611	75
2	783	962	0	834	438	1,342	0	799
3	250	1,109	0	1,342	0	744	995	962
4	0	743	909	744	378	909	0	1,109
5	188	362	116	463	83	535	167	343
6	82	0	212	214	169	0	274	64
7	307	353	806	596	570	704	500	288
8	500	97	819	0	806	182	429	0
9	450	0	714	168	810	0	440	81
10	440	263	667	1	714	191	466	0
11	466	0	724	438	667	0	404	557
12	404	0	724	0	724	0	404	0
13	404	224	765	585	724	355	539	359
14	622	260	664	0	912	334	300	0
15	411	0	351	141	323	0	211	370
16	211	408	228	0	351	123	373	0
17	0	79	145	116	0	203	63	74
18	41	0	292	355	118	0	340	229
19	239	46	302	31	350	66	186	18
20	337	71	310	0	380	115	222	0
21	220	150	744	484	338	409	490	361
22								

2025 PM Peak Hour (28% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	381	358	992	382	681	769	483	180
2	1,089	1,411	0	1,684	689	2,279	0	1,216
3	530	1,471	0	2,279	0	1,513	1,356	1,411
4	0	1,152	929	1,513	538	1,585	0	1,471
5	508	505	204	980	231	1,115	317	535
6	338	0	515	358	479	0	580	153
7	999	590	1,860	1,145	1,605	922	1,594	473
8	1,594	491	1,890	0	1,860	745	1,369	0
9	1,455	0	1,510	611	1,862	0	1,393	320
10	1,393	716	1,928	297	1,510	388	2,282	156
11	1,767	715	2,031	799	2,957	689	1,546	118
12	1,546	608	1,938	0	1,939	382	1,771	0
13	1,815	582	1,771	1,290	1,944	1,154	1,591	769
14	851	399	817	0	1,171	421	475	0
15	513	0	642	237	478	0	386	528
16	386	541	535	0	642	236	585	0
17	0	392	201	571	0	627	268	269
18	239	0	502	1,031	356	0	868	548
19	1,310	215	1,030	93	1,289	519	811	28
20	1,079	291	1,396	0	1,366	531	868	0
21	380	277	997	668	651	760	506	405
22								

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Project Driveways don't apply factor

AM Peak Hour DIFFERENCE (2025-2001)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	0	122	0	76	13	0	0	305
2	211	916	0	389	283	431	0	802
3	311	753	0	431	0	498	80	916
4	0	661	206	498	211	400	0	753
5	136	497	106	126	315	56	88	407
6	173	0	184	73	105	0	219	104
7	1,030	298	901	103	537	183	1,108	504
8	1,108	500	742	0	901	242	1,209	0
9	1,177	0	817	83	791	0	965	322
10	965	540	1,054	54	817	0	1,816	174
11	1,212	154	1,041	614	1,660	439	1,148	0
12	1,148	218	950	0	926	206	1,184	0
13	1,166	681	718	529	976	226	915	977
14	427	282	149	0	310	317	230	0
15	316	0	143	289	312	0	148	288
16	148	235	188	0	143	110	319	0
17	0	414	166	106	0	170	71	444
18	316	0	383	208	146	0	196	564
19	881	408	473	9	875	166	620	109
20	887	350	475	0	571	184	957	0
21	372	409	116	186	186	175	409	310
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	0	96	0	60	11	0	0	241
2	167	724	0	307	224	340	0	633
3	245	595	0	340	0	393	63	724
4	0	522	163	393	167	316	0	595
5	108	392	84	100	249	44	69	321
6	137	0	145	57	83	0	173	82
7	814	235	712	82	424	145	875	398
8	875	395	586	0	712	191	955	0
9	930	0	646	65	625	0	762	255
10	762	426	833	43	646	0	1,435	138
11	957	154	822	485	1,311	439	907	0
12	907	218	751	0	732	206	935	0
13	921	538	567	418	771	178	723	772
14	338	223	117	0	245	251	181	0
15	249	0	113	228	246	0	117	228
16	117	186	149	0	113	87	252	0
17	0	327	131	84	0	135	56	351
18	250	0	303	164	115	0	155	446
19	696	322	373	7	692	131	490	86
20	701	276	375	0	451	146	756	0
21	294	323	92	147	147	138	323	245
22	0	0	0	0	0	0	0	0

PM Peak Hour DIFFERENCE (2025-2001)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	338	0	118	0	105
2	306	449	0	850	251	937	0	417
3	280	362	0	937	0	769	361	449
4	0	409	20	769	160	676	0	362
5	320	143	88	517	148	580	150	192
6	256	0	303	144	310	0	306	89
7	692	237	1,054	549	1,035	218	1,094	185
8	1,094	394	1,071	0	1,054	563	940	0
9	1,005	0	796	443	1,052	0	953	239
10	953	453	1,261	296	796	197	1,816	156
11	1,301	715	1,307	361	2,290	689	1,142	0
12	1,142	608	1,214	0	1,215	382	1,367	0
13	1,411	358	1,006	705	1,220	799	1,052	410
14	229	139	153	0	259	87	175	0
15	102	0	291	96	155	0	175	158
16	175	133	307	0	291	113	212	0
17	0	313	56	455	0	424	205	195
18	198	0	210	676	238	0	528	319
19	1,071	169	728	62	939	453	625	10
20	742	220	1,086	0	986	416	646	0
21	160	127	253	184	313	351	16	44
22	0	0	0	0	0	0	0	0

Take 79% of difference to bring up to 2006								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	0	0	0	267	0	93	0	83
2	242	355	0	672	198	740	0	329
3	221	286	0	740	0	608	285	355
4	0	323	16	608	126	534	0	286
5	253	113	70	408	117	458	119	152
6	202	0	239	114	245	0	242	70
7	547	187	833	434	818	172	864	146
8	864	311	846	0	833	445	743	0
9	794	0	629	350	831	0	753	189
10	753	358	996	234	629	156	1,435	123
11	1,028	715	1,033	285	1,809	689	902	0
12	902	608	959	0	960	382	1,080	0
13	1,115	283	795	557	964	631	831	324
14	181	110	121	0	205	69	138	0
15	81	0	230	76	122	0	138	125
16	138	105	243	0	230	89	167	0
17	0	247	44	359	0	335	162	154
18	156	0	166	534	188	0	417	252
19	846	134	575	49	742	358	494	8
20	586	174	858	0	779	329	510	0
21	126	100	200	145	247	277	13	35
22	0	0	0	0	0	0	0	0

Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments

Intersection <small>*Unsignalized Intersection</small>	AM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												AM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Rocklin Road/Pacific Street	25	289	496	22	153	43	183	404	19	370	71	99	606	540	810	218	410	832	817	115
2. Rocklin Road/Granite Road	17	12	11	128	713	12	304	7	104	6	528	567	415	1,101	40	853	707	1,028	25	649
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	620	412	157	2	244	339	862	0	403	1,201	0	1,032	0	777	753	1,106
4. Rocklin Road/I-80 Eastbound Ramps	570	2	735	208	569	0	0	0	0	0	631	47	0	678	1,307	777	257	1,304	0	1,201
5. Dominguez Road/Pacific Street	23	68	59	71	318	36	23	16	50	66	292	61	89	419	150	425	200	400	118	365
6. Dominguez Road/Granite Drive	86	90	0	36	0	70	0	255	47	0	0	0	302	0	176	106	126	0	325	133
7. Sierra College Boulevard/Taylor Road	153	243	142	65	171	67	23	426	167	172	232	31	616	435	538	303	339	336	665	552
8. Sierra College Boulevard/Brace Road	0	380	36	0	0	58	68	554	0	67	0	76	622	143	416	58	456	104	679	0
9. Sierra College Boulevard/Granite Drive	152	368	74	61	25	34	103	476	63	126	30	41	642	197	594	120	470	202	636	245
10. Sierra College Boulevard/I-80 Westbound Ramp	0	460	35	0	0	0	206	458	0	375	0	211	664	586	495	0	671	241	833	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	270	289	0	206	0	115	0	711	122	0	0	0	833	0	559	321	495	0	826	392
12. Sierra College Boulevard/Dominguez Road	0	598	0	0	0	0	0	826	0	0	0	0	826	0	598	0	598	0	826	0
13. Sierra College Boulevard/Rocklin Road	390	463	58	69	114	242	50	432	47	67	173	66	529	306	911	425	598	222	741	610
14. Taylor Road/Horseshoe Bar Road	6	269	66	14	67	22	457	359	6	45	14	406	822	465	341	103	689	590	426	26
15. Horseshoe Bar Road/I-80 Westbound Ramp	162	433	68	74	33	76	17	233	419	39	80	30	669	149	663	183	537	118	348	661
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	133	0	155	0	79	124	0	0	0	105	110	0	0	215	288	203	0	234	229	243
18. Barton Road/Rocklin Road	240	55	0	83	0	87	0	72	98	0	0	0	170	0	295	170	138	0	159	338
19. Sierra College Boulevard/King Road	2	190	18	3	16	4	100	425	17	41	11	65	542	117	210	23	258	134	470	30
20. Sierra College Boulevard/English Colony Way	0	257	1	0	0	0	71	518	0	4	0	37	589	41	258	0	294	72	522	0
21. Taylor Road/King Road	229	376	67	211	96	242	60	323	0	103	102	119	383	324	672	549	706	223	668	331
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

Intersection <small>*Unsignalized Intersection</small>	PM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												PM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Pacific Street/Rocklin Road	41	443	509	34	113	23	122	514	21	595	148	221	657	964	993	170	698	744	1,132	210
2. Granite Road/Rocklin Road	23	14	35	233	676	23	489	16	357	40	745	586	862	1,371	72	932	833	1,200	79	1,125
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	686	516	52	2	258	503	1102	0	312	1,605	0	1,202	0	738	1,021	1,360
4. Rocklin Road/I-80 Eastbound Ramps	548	1	602	211	527	0	0	0	0	0	1057	119	0	1,176	1,151	738	331	1,129	0	1,605
5. Dominguez Road/Pacific Street	25	19	46	27	401	20	38	46	129	28	460	18	213	506	90	448	64	485	94	614
6. Granite Drive/Dominguez Road	30	293	0	60	0	63	0	197	24	0	0	0	221	0	323	123	353	0	260	54
7. Sierra College Boulevard/Taylor Road	120	551	253	152	305	97	26	341	109	207	266	36	476	509	924	554	739	584	645	495
8. Sierra College Boulevard/Brace Road	0	567	99	0	0	87	84	514	0	75	0	92	598	167	666	87	659	183	676	0
9. Sierra College Boulevard/Granite Drive	96	526	72	131	32	178	70	504	67	112	20	35	641	167	694	341	692	174	794	183
10. Sierra College Boulevard/I-80 Westbound Ramp	0	560	38	0	0	0	213	576	0	320	0	159	789	479	598	0	719	251	896	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	334	387	0	211	0	31	0	672	224	0	0	0	896	0	721	242	598	0	703	558
12. Sierra College Boulevard/Dominguez Road	0	805	0	0	0	0	0	703	0	0	0	0	703	0	805	0	805	0	703	0
13. Sierra College Boulevard/Rocklin Road	298	604	52	171	235	404	67	505	78	30	139	30	650	199	954	810	805	354	939	515
14. Taylor Road/Horseshoe Bar Road/	8	476	104	7	12	8	409	409	10	77	13	572	828	662	588	27	1,055	525	494	31
15. Horseshoe Bar Road/I-80 Westbound Ramp	88	373	177	75	46	67	48	202	387	140	50	72	637	262	638	188	520	271	409	525
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	143	0	72	0	64	150	0	0	0	114	57	0	0	171	215	214	0	136	264	200
18. Barton Road/Rocklin Road	153	68	0	61	0	242	0	43	55	0	0	0	98	0	221	303	129	0	285	208
19. Sierra College Boulevard/King Road	2	487	39	21	14	4	63	298	3	15	4	88	364	107	528	39	596	116	317	9
20. Sierra College Boulevard/English Colony Way	0	559	4	0	0	0	47	314	0	3	0	57	361	60	563	0	616	51	317	0
21. Taylor Road/King Road	362	282	114	67	91	317	28	239	0	95	83	32	267	210	758	475	381	233	651	445
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

**Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments**

2025 AM Peak Hour REFINED VEH. VOLUMES (2006 + Growth)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	606	636	810	278	421	832	817	356
2	582	1,825	40	1,160	931	1,368	25	1,282
3	648	1,796	0	1,372	0	1,170	816	1,830
4	0	1,200	1,470	1,170	424	1,620	0	1,796
5	197	811	234	525	449	444	187	686
6	439	0	321	163	209	0	498	215
7	1,430	670	1,250	385	763	481	1,540	950
8	1,497	538	1,002	58	1,168	295	1,634	0
9	1,572	197	1,240	185	1,095	202	1,398	500
10	1,426	1,012	1,328	43	1,317	241	2,268	138
11	1,790	154	1,381	806	1,806	439	1,733	392
12	1,733	218	1,349	0	1,330	206	1,761	0
13	1,450	844	1,478	843	1,369	400	1,464	1,382
14	1,160	688	458	103	934	841	607	26
15	918	149	776	411	783	118	465	889
16	460	553	552	0	778	235	552	0
17	0	542	419	287	0	369	285	594
18	420	0	598	334	253	0	314	784
19	1,238	439	583	30	950	265	960	116
20	1,290	317	633	0	745	218	1,278	0
21	677	647	764	696	853	361	991	576
22	0	0	0	0	0	0	0	0

AM 2025 FINAL LINK VOLUMES								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	606	636	810	278	421	832	817	356
2	582	1,825	40	1,160	931	1,368	25	1,282
3	648	1,796	0	1,372	0	1,170	816	1,830
4	0	1,200	1,470	1,170	424	1,620	0	1,796
5	197	811	234	525	449	444	187	686
6	439	0	321	163	209	0	498	215
7	1,430	670	1,250	385	763	481	1,540	950
8	1,497	538	1,002	58	1,168	295	1,634	0
9	1,572	197	1,240	185	1,095	202	1,398	500
10	1,426	1,012	1,328	43	1,317	241	2,268	138
11	1,790	154	1,381	806	1,806	439	1,733	392
12	1,733	218	1,349	0	1,330	206	1,761	0
13	1,450	844	1,478	843	1,369	400	1,464	1,382
14	1,160	688	458	103	934	841	607	26
15	918	149	776	411	783	118	465	889
16	460	553	552	0	778	235	552	0
17	0	542	419	287	0	369	285	594
18	420	0	598	334	253	0	314	784
19	1,238	439	583	30	950	265	960	116
20	1,290	317	633	0	745	218	1,278	0
21	677	647	764	696	853	361	991	576
22	0	0	0	0	0	0	0	0

2025 PM Peak Hour REFINED VEH. VOLUMES (2006 + Growth)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	437	698	837	1,132	293
2	1,104	1,726	72	1,604	1,031	1,940	79	1,454
3	533	1,891	0	1,942	0	1,346	1,306	1,715
4	0	1,499	1,167	1,346	457	1,663	0	1,891
5	466	619	160	856	181	943	213	766
6	423	0	562	237	598	0	502	124
7	1,023	696	1,757	988	1,557	756	1,509	641
8	1,462	478	1,512	87	1,492	628	1,419	0
9	1,435	167	1,323	691	1,523	174	1,547	372
10	1,542	837	1,594	234	1,348	407	2,331	123
11	1,924	715	1,754	527	2,407	689	1,605	558
12	1,605	608	1,764	0	1,765	382	1,783	0
13	1,765	482	1,749	1,367	1,769	985	1,770	839
14	1,009	772	709	27	1,260	594	632	31
15	718	262	868	264	642	271	547	650
16	481	472	646	0	895	237	467	0
17	0	418	259	573	0	471	426	354
18	254	0	387	837	317	0	702	460
19	1,210	241	1,103	88	1,338	474	811	17
20	947	234	1,421	0	1,395	380	827	0
21	393	310	958	620	628	510	664	480
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	437	698	837	1,132	293
2	1,104	1,726	72	1,604	1,031	1,940	79	1,454
3	533	1,891	0	1,942	0	1,346	1,306	1,715
4	0	1,499	1,167	1,346	457	1,663	0	1,891
5	466	619	160	856	181	943	213	766
6	423	0	562	237	598	0	502	124
7	1,023	696	1,757	988	1,557	756	1,509	641
8	1,462	478	1,512	87	1,492	628	1,419	0
9	1,435	167	1,323	691	1,523	174	1,547	372
10	1,542	837	1,594	234	1,348	407	2,331	123
11	1,924	715	1,754	527	2,407	689	1,605	558
12	1,605	608	1,764	0	1,765	382	1,783	0
13	1,765	482	1,749	1,367	1,769	985	1,770	839
14	1,009	772	709	27	1,260	594	632	31
15	718	262	868	264	642	271	547	650
16	481	472	646	0	895	237	467	0
17	0	418	259	573	0	471	426	354
18	254	0	387	837	317	0	702	460
19	1,210	241	1,103	88	1,338	474	811	17
20	947	234	1,421	0	1,395	380	827	0
21	393	310	958	620	628	510	664	480
22	0	0	0	0	0	0	0	0

**Rocklin Crossings / 60 Traffic Impact Study
Without Dominguez Road Extension - 2025 Link Volume Adjustments**

AM 2025 FINAL LINK VOLUMES									
POST-PROCESS THESE NUMBERS									
Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	
1	810	817	606	421	278	356	636	832	
2	40	25	582	931	1,160	1,282	1,825	1,368	
3	0	816	648	0	1,372	1,830	1,796	1,170	
4	1,470	0	0	424	1,170	1,796	1,200	1,620	
5	234	187	197	449	525	686	811	444	
6	321	498	439	209	163	215	0	0	
7	1,250	1,540	1,430	763	385	950	670	481	
8	1,002	1,634	1,497	1,168	58	0	538	295	
9	1,240	1,398	1,572	1,095	185	500	197	202	
10	1,328	2,268	1,426	1,317	43	138	1,012	241	
11	1,381	1,733	1,790	1,806	806	392	154	439	
12	1,349	1,761	1,733	1,330	0	0	218	206	
13	1,478	1,464	1,450	1,369	843	1,382	844	400	
14	458	607	1,160	934	103	26	688	841	
15	776	465	918	783	411	889	149	118	
16	552	552	460	778	0	0	553	235	
17	419	285	0	0	287	594	542	369	
18	598	314	420	253	334	784	0	0	
19	583	960	1,238	950	30	116	439	265	
20	633	1,278	1,290	745	0	0	317	218	
21	764	991	677	853	696	576	647	361	
22	0	0	0	0	0	0	0	0	

PM 2025 FINAL LINK VOLUMES									
POST-PROCESS THESE NUMBERS									
Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT	
1	993	1,132	657	698	437	293	964	837	
2	72	79	1,104	1,031	1,604	1,454	1,726	1,940	
3	0	1,306	533	0	1,942	1,715	1,891	1,346	
4	1,167	0	0	457	1,346	1,891	1,499	1,663	
5	160	213	466	181	856	766	619	943	
6	562	502	423	598	237	124	0	0	
7	1,757	1,509	1,023	1,557	988	641	696	756	
8	1,512	1,419	1,462	1,492	87	0	478	628	
9	1,323	1,547	1,435	1,523	691	372	167	174	
10	1,594	2,331	1,542	1,348	234	123	837	407	
11	1,754	1,605	1,924	2,407	527	558	715	689	
12	1,764	1,783	1,605	1,765	0	0	608	382	
13	1,749	1,770	1,765	1,769	1,367	839	482	985	
14	709	632	1,009	1,260	27	31	772	594	
15	868	547	718	642	264	650	262	271	
16	646	467	481	895	0	0	472	237	
17	259	426	0	0	573	354	418	471	
18	387	702	254	317	837	460	0	0	
19	1,103	811	1,210	1,338	88	17	241	474	
20	1,421	827	947	1,395	0	0	234	380	
21	958	664	393	628	620	480	310	510	
22	0	0	0	0	0	0	0	0	

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

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

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: D

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

Volume Module:

Base Vol:	0	0	0	241	2	405	0	929	442	372	1424	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	2	405	0	929	442	372	1424	0
Added Vol:	0	0	0	0	0	-3	0	-12	0	-23	-7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	2	402	0	917	442	349	1417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	2	402	0	917	442	349	1417	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	2	402	0	917	442	349	1417	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	241	2	402	0	917	442	349	1417	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	7	1418	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.28	0.28	0.00	0.32	0.31	0.24	0.50	0.00
Crit Vol:	0			404			459			349		
Crit Moves:				****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

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

Volume Module:

Base Vol:	679	2	789	0	0	0	338	832	0	0	1117	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	679	2	789	0	0	0	338	832	0	0	1117	83
Added Vol:	0	0	-26	0	0	0	-3	-8	0	0	-30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	679	2	763	0	0	0	335	824	0	0	1087	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	679	2	763	0	0	0	335	824	0	0	1087	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	679	2	763	0	0	0	335	824	0	0	1087	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	747	2	839	0	0	0	335	824	0	0	1087	83

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.41	0.01	1.58	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	2010	5	2259	0	0	0	1425	2850	0	0	2648	202

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.24	0.29	0.00	0.00	0.41	0.41
Crit Vol:	529			0			335			585		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[13.0]

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

Volume Module:

Base Vol:	158	162	0	0	382	57	47	0	116	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	162	0	0	382	57	47	0	116	0	0	0
Added Vol:	0	-1	0	0	-1	-2	-1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	161	0	0	381	55	46	0	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	161	0	0	381	55	46	0	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	158	161	0	0	381	55	46	0	116	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	436	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	805	xxxx	218	xxxx	xxxx	xxxxxx
Potent Cap.:	1134	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	324	xxxx	792	xxxx	xxxx	xxxxxx
Move Cap.:	1134	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	290	xxxx	792	xxxx	xxxx	xxxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.15	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	19.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	792	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.5	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.3	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			13.0			xxxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns (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.) and 13 rows.

Saturation Flow Module: Table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows.

Capacity Analysis Module: Table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

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

Volume Module:

Base Vol:	0	893	107	188	1312	0	0	0	58	264	0	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	893	107	188	1312	0	0	0	58	264	0	274
Added Vol:	0	-43	-5	0	-50	0	0	0	0	-8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	850	102	188	1262	0	0	0	58	256	0	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	850	102	188	1262	0	0	0	58	256	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	850	102	188	1262	0	0	0	58	256	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	850	102	188	1262	0	0	0	58	256	0	274

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.68	0.32	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3817	458	1425	4275	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.13	0.30	0.00	0.00	0.00	0.04	0.18	0.00	0.19
Crit Vol:	317			188			58			256		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1, 0, 2, 1, 0).

Volume Module table with 13 columns and 13 rows showing various volume metrics like 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 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

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

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

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

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data 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: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows: Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 173 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			Split Phase			Split Phase			
Rights:	Include			Ignore			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	1

Volume Module:

Base Vol:	0	1316	135	118	1396	392	386	186	279	58	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	135	118	1396	392	386	186	279	58	0	105
Added Vol:	0	-38	-67	-82	-13	0	0	-109	-7	-47	0	-145
PasserByVol:	0	0	-68	-36	0	0	0	-77	0	-11	0	40
Initial Fut:	0	1278	0	0	1383	392	386	0	272	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1278	0	0	1383	0	386	0	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1278	0	0	1383	0	386	0	272	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1278	0	0	1383	0	425	0	272	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.00	0.00	0.49	0.00	0.15	0.00	0.19	0.00	0.00	0.00	
Crit Vol:	320						692						272
Crit Moves:						****						****	

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (0, 0, 2, 1, 0).

Volume Module:

Table with 12 columns for volume metrics (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) and 4 rows of data.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 112 Level Of Service: D

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

Volume Module:

Base Vol:	594	845	46	148	1028	266	285	206	350	85	522	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	845	46	148	1028	266	285	206	350	85	522	239
Added Vol:	0	-33	0	-19	-29	-36	-41	0	0	0	0	-21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	812	46	129	999	230	244	206	350	85	522	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	812	46	129	999	230	244	206	350	85	522	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	812	46	129	999	230	244	206	350	85	522	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	653	812	46	142	999	230	268	206	350	94	522	218

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.41	0.59
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1940	810

Capacity Analysis Module:

Vol/Sat:	0.24	0.20	0.03	0.05	0.24	0.17	0.10	0.07	0.25	0.03	0.27	0.27
Crit Vol:	327			333			134			370		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.127
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 11 rows of volume data 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 showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 12 columns and 3 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

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*****
Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.549
Loss Time (sec):     8 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:       38          Level Of Service:          A
*****
Approach:           North Bound          South Bound          East Bound          West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:            Protected          Protected          Permitted          Permitted
Rights:             Include          Ignore          Include          Include
Min. Green:         0 0 0          0 0 0          0 0 0          0 0 0
Lanes:              1 0 1 1 0          1 0 1 0 1          0 1 0 0 1          1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:           183 543 49 16 279 623 205 53 153 32 82 34
Growth Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:        183 543 49 16 279 623 205 53 153 32 82 34
Added Vol:          0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:        0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:        183 543 49 16 279 623 205 53 153 32 82 34
User Adj:           1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:         183 543 49 16 279 0 205 53 153 32 82 34
Reduct Vol:         0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:        183 543 49 16 279 0 205 53 153 32 82 34
PCE Adj:            1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:         183 543 49 16 279 0 205 53 153 32 82 34
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              1.00 1.83 0.17 1.00 1.00 1.00 0.79 0.21 1.00 1.00 0.71 0.29
Final Sat.:         1425 2614 236 1425 1425 1425 1132 293 1425 1425 1007 418
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.13 0.21 0.21 0.01 0.20 0.00 0.18 0.18 0.11 0.02 0.08 0.08
Crit Vol:           183          279          205          116
Crit Moves:        ****          ****          ****          ****
*****

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Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

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

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: D[29.8]

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	0	0	0	1	0	0

Volume Module:

Base Vol:	0	419	131	104	358	0	0	0	0	194	0	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	131	104	358	0	0	0	0	194	0	359
Added Vol:	0	0	0	0	0	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	419	131	104	358	0	0	0	0	192	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	419	131	104	358	0	0	0	0	192	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	419	131	104	358	0	0	0	0	192	0	359

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	550	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	985	xxxxx	419
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1030	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	277	xxxxx	638
Move Cap.:	xxxxx	xxxxx	xxxxxx	1030	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	255	xxxxx	638
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.10	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.75	xxxxx	0.56

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	5.4	xxxxx	3.5
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	8.9	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	52.4	xxxxx	17.6
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	C
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	8.9	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			29.8		
ApproachLOS:	*			*			*			D		

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 28.4 Worst Case Level Of Service: F[81.4]

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

Volume Module:

Table with 13 columns representing different traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 66.7 Worst Case Level Of Service: F[261.4]

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 0 0

Volume Module:

Base Vol: 510 88 0 0 146 274 165 0 168 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 510 88 0 0 146 274 165 0 168 0 0 0
Added Vol: -20 0 0 0 0 0 -2 -1 0 -17 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 490 88 0 0 146 272 164 0 151 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: 490 88 0 0 146 272 164 0 151 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 490 88 0 0 146 272 164 0 151 0 0 0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol: 418 xxxx xxxxxx xxxxxx xxxx xxxxxx 1350 xxxx 282 xxxx xxxx xxxxxx
Potent Cap.: 1152 xxxx xxxxxx xxxxxx xxxx xxxxxx 168 xxxx 762 xxxx xxxx xxxxxx
Move Cap.: 1152 xxxx xxxxxx xxxxxx xxxx xxxxxx 90 xxxx 762 xxxx xxxx xxxxxx
Volume/Cap: 0.43 xxxx xxxx xxxx xxxx xxxxxx 1.83 xxxx 0.20 xxxx xxxx xxxxxx

Level Of Service Module:

2Way95thQ: 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 13.8 xxxx 0.7 xxxx xxxx xxxxxx
Control Del: 10.4 xxxx xxxxxx xxxxxx xxxx xxxxxx 492.0 xxxx 10.9 xxxxxx xxxx xxxxxx
LOS by Move: B * * * * * F * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue: 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel: 10.4 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: B * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 261.4 xxxxxx
ApproachLOS: * * F *

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns (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) and 13 rows.

Saturation Flow Module: Table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows.

Capacity Analysis Module: Table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 37.7 Worst Case Level Of Service: F[266.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 1 0).

Volume Module:

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

Critical Gap Module:

Table with 12 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity-related metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Rocklin Crossings
2025 No Project without Dominguez Road Condition - AM Peak Hour

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

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns for volume components and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis values and 4 rows for Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Volume Module table with 13 columns and 14 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

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

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

Volume Module:

Base Vol:	0	0	0	110	3	419	0	1235	711	592	1299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	3	419	0	1235	711	592	1299	0
Added Vol:	0	0	0	0	0	-9	0	-33	0	-78	-25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	3	410	0	1202	711	514	1274	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	3	410	0	1202	711	514	1274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	3	410	0	1202	711	514	1274	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	110	3	410	0	1202	711	514	1274	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	10	1415	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.29	0.29	0.00	0.42	0.50	0.36	0.45	0.00
Crit Vol:				413			711			514		
Crit Moves:				****			****			****		

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	526	1	640	0	0	0	323	1022	0	0	1365	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	1	640	0	0	0	323	1022	0	0	1365	134
Added Vol:	0	0	-75	0	0	0	-9	-24	0	0	-103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	1	565	0	0	0	314	998	0	0	1262	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	1	565	0	0	0	314	998	0	0	1262	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	1	565	0	0	0	314	998	0	0	1262	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	579	1	622	0	0	0	314	998	0	0	1262	134

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	0.01	1.55	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	2059	4	2212	0	0	0	1425	2850	0	0	2576	274

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.00	0.00	0.00	0.22	0.35	0.00	0.00	0.49	0.49
Crit Vol:	400			0			314			698		
Crit Moves:	****						****			****		

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

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

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

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

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[15.1]

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

Volume Module:

Base Vol:	70	491	0	0	371	54	106	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	491	0	0	371	54	106	0	131	0	0	0
Added Vol:	0	-2	0	0	-2	-6	-4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	489	0	0	369	48	102	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	489	0	0	369	48	102	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	70	489	0	0	369	48	102	0	131	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	417	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	778	xxxx	209	xxxx	xxxx	xxxxxx
Potent Cap.:	1153	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	338	xxxx	804	xxxx	xxxx	xxxxxx
Move Cap.:	1153	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	322	xxxx	804	xxxx	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.16	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	21.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	804	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.6	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.3	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			15.1			xxxxxxx					
ApproachLOS:	*			*			C			*					

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

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows: 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: Sat/Lane, Adjustment, Lanes, Final Sat.

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

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with 12 columns for different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

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

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	1	0	0	0	1

Volume Module:

Base Vol:	0	1642	226	230	1277	558	261	233	69	259	0	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1642	226	230	1277	558	261	233	69	259	0	504
Added Vol:	0	-131	-192	-235	-38	0	0	-309	-19	-160	0	-493
PasserByVol:	0	0	-34	5	0	0	0	76	0	-99	0	-11
Initial Fut:	0	1511	0	0	1239	558	261	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1511	0	0	1239	0	261	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	0	0	1239	0	261	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1511	0	0	1239	0	287	0	50	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.00	0.00	0.43	0.00	0.10	0.00	0.04	0.00	0.00	0.00
Crit Vol:	378			620			144			0		
Crit Moves:				****			****					

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

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

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

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

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.195
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows showing various volume and adjustment factors.

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

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

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

Volume Module:

Base Vol:	169	502	195	31	257	431	89	45	130	161	50	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	502	195	31	257	431	89	45	130	161	50	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	502	195	31	257	431	89	45	130	161	50	51
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	502	195	31	257	0	89	45	130	161	50	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	502	195	31	257	0	89	45	130	161	50	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	502	195	31	257	0	89	45	130	161	50	51

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	0.66	0.34	1.00	1.00	0.50	0.50
Final Sat.:	1425	2053	797	1425	1425	1425	946	479	1425	1425	705	720

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.24	0.02	0.18	0.00	0.09	0.09	0.09	0.11	0.07	0.07
Crit Vol:	169			257			134			161		
Crit Moves:	****			****			****			****		

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

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

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: D[26.9]

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

Volume Module:

Base Vol:	0	532	112	125	359	0	0	0	0	109	0	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	532	112	125	359	0	0	0	0	109	0	363
Added Vol:	0	0	0	0	0	0	0	0	0	-8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	532	112	125	359	0	0	0	0	101	0	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	532	112	125	359	0	0	0	0	101	0	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	532	112	125	359	0	0	0	0	101	0	363

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	644	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1141	xxxxx	532
Potent Cap.:	xxxxx	xxxxx	xxxxxx	951	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	224	xxxxx	551
Move Cap.:	xxxxx	xxxxx	xxxxxx	951	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	200	xxxxx	551
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.13	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.51	xxxxx	0.66

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.5	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	2.5	xxxxx	4.8
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	9.4	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	40.2	xxxxx	23.2
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	C
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	0.5	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	9.4	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			26.9		
ApproachLOS:	*			*			*			D		

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

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

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

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: F[59.9]

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

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 13.0 Worst Case Level Of Service: C [20.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp (4.1, 6.4, 6.2) and FollowUpTim (2.2, 3.5, 3.3).

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol (250, 729, 166), Potent Cap. (1327, 393, 884), Move Cap. (1327, 333, 884), and Volume/Cap (0.17, 0.63, 0.64).

Level of Service Module:

Table with 13 columns. Rows include 2Way95thQ (0.6, 4.0, 4.7), Control Del (8.3, 32.4, 15.9), LOS by Move (A, D, C), Movement (LT-LTR-RT), Shared Cap., SharedQueue, Shrd ConDel (8.3), Shared LOS (A), ApproachDel (20.4), and ApproachLOS (C).

Note: Queue reported is the number of cars per lane.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with 12 columns for volume components (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.) and 4 rows of data.

Saturation Flow Module: Table with 12 columns for saturation flow components (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 12 columns for capacity analysis components (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 57.1 Worst Case Level Of Service: F[593.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 12 columns showing capacity-related metrics like Conflict Vol, Potent Cap, Move Cap, etc.

Level Of Service Module:

Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossing
2025 No Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume data 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 13 columns and 4 rows: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows: Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Split Phase			Split Phase			Permitted			Protected							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	1	0	0	1	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	0	0	636	2	567	0	1130	99	148	473	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	636	2	567	0	1130	99	148	473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	636	2	567	0	1130	99	148	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	636	2	567	0	1130	99	148	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	2	567	0	1130	99	148	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	636	2	567	0	1130	99	148	473	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.45	0.40	0.40	0.00	0.40	0.07	0.10	0.17	0.00
Crit Vol:				636				565				148
Crit Moves:				****				****				****

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
 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:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	5	23	12	14	27	35	38	535	14	26	273	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	23	12	14	27	35	38	535	14	26	273	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	23	12	14	27	35	38	535	14	26	273	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	23	12	14	27	35	38	535	14	26	273	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	23	12	14	27	35	38	535	14	26	273	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	23	12	14	27	35	38	535	14	26	273	13

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1425	1873	977	1425	1425	1425	1425	1389	36	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.01	0.02	0.02	0.03	0.39	0.39	0.02	0.19	0.01
Crit Vol:			17	14			549			26		
Crit Moves:			****	****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 13 columns showing capacity-related metrics like Conflict Vol, Potent Cap., Move Cap., etc.

Level of Service Module:

Table with 13 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement. Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns (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) and 4 rows.

Saturation Flow Module table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows.

Capacity Analysis Module table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	3	0	1	2	0	2	0	1	2	0
	1	0	0	0	0	1	0	0	1	1	0	0

Volume Module:

Base Vol:	25	1147	0	0	1001	170	632	0	190	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:	25	1147	0	0	1001	170	632	0	190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1147	0	0	1001	170	632	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1147	0	0	1001	0	632	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1147	0	0	1001	0	632	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	1147	0	0	1001	0	695	0	190	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:	0.09	3.91	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	122	5578	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.00	0.00	0.35	0.00	0.24	0.00	0.13	0.00	0.00	0.00
Crit Vol:	293			501			348			0		
Crit Moves:				****			****					

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Permitted			Permitted						
Rights:	Include			Ignore			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	1	0	1	0	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	198	388	88	40	219	225	57	43	76	144	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	388	88	40	219	225	57	43	76	144	58	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	388	88	40	219	225	57	43	76	144	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	388	88	40	219	0	57	43	76	144	58	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	388	88	40	219	0	57	43	76	144	58	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	388	88	40	219	0	57	43	76	144	58	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	0.57	0.43	1.00	1.00	0.49	0.51
Final Sat.:	1425	2323	527	1425	1425	1425	812	613	1425	1425	700	725

Capacity Analysis Module:

Vol/Sat:	0.14	0.17	0.17	0.03	0.15	0.00	0.07	0.07	0.05	0.10	0.08	0.08
Crit Vol:	198			219			100			144		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C [16.7]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows: North Bound, South Bound, East Bound, West Bound. Sub-rows: L - T - R.

Table with columns: Volume Module, Critical Gap Module. Rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gp, FollowUpTim.

Table with columns: Capacity Module. Rows: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level of Service Module. Rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[12.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: C [17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	128	73	0	0	72	295	257	0	402	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:	128	73	0	0	72	295	257	0	402	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	73	0	0	72	295	257	0	402	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:	128	73	0	0	72	295	257	0	402	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	128	73	0	0	72	295	257	0	402	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	367	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	549	xxxx	220	xxxx	xxxx	xxxxxx
Potent Cap.:	1203	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	501	xxxx	825	xxxx	xxxx	xxxxxx
Move Cap.:	1203	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	457	xxxx	825	xxxx	xxxx	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	0.49	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.4	xxxx	2.7	xxxx	xxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	22.6	xxxx	13.4	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			17.0			xxxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: D[32.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 3 columns showing Critical Gap and FollowUpTim values.

Capacity Module:

Table with 12 columns showing Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level Of Service Module:

Table with 12 columns showing Level of Service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	159	356	191	66	254	49	109	112	171	115	88	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	356	191	66	254	49	109	112	171	115	88	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	356	191	66	254	49	109	112	171	115	88	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	356	191	66	254	49	109	112	171	115	88	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	356	191	66	254	49	109	112	171	115	88	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	159	356	191	66	254	49	109	112	171	115	88	435

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.30	0.70	1.00	1.68	0.32	1.00	1.00	1.00	1.00	0.17	0.83
Final Sat.:	1375	1790	960	1375	2305	445	1375	1375	1375	1375	231	1144

Capacity Analysis Module:

Vol/Sat:	0.12	0.20	0.20	0.05	0.11	0.11	0.08	0.08	0.12	0.08	0.38	0.38
Crit Vol:	274			66			109			523		
Crit Moves:	****			****			****			****		

APPENDIX A
YEAR 2025 PLUS PROJECT (WITHOUT DOMINGUEZ ROAD)
LOS WORKSHEETS

DRAFT

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns per approach (L, T, R). Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different volume types and 13 rows of data 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 13 columns and 5 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	0	1	0	1	1	0	2

Volume Module:

Base Vol:	21	10	9	383	7	191	168	976	12	6	1070	753
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	10	9	383	7	191	168	976	12	6	1070	753
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	10	9	383	7	191	168	976	12	6	1070	753
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	10	9	383	7	191	168	976	12	6	1070	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	10	9	383	7	191	168	976	12	6	1070	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	21	10	9	421	7	191	168	976	12	6	1070	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	724	651	2705	45	1375	1375	2717	33	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.01	0.16	0.16	0.14	0.12	0.36	0.36	0.00	0.39	0.00
Crit Vol:	21			214			168			535		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	0	2	0	1
	1	0	2	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	241	2	405	0	929	442	372	1424	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	2	405	0	929	442	372	1424	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	2	405	0	929	442	372	1424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	2	405	0	929	442	372	1424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	2	405	0	929	442	372	1424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	241	2	405	0	929	442	372	1424	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	7	1418	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.29	0.29	0.00	0.33	0.31	0.26	0.50	0.00
Crit Vol:				407				464				372
Crit Moves:				****				****				****

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0 1	0	0	0 0 0	1	0	2 0 0	0	0	1 1 0

Volume Module:

Base Vol:	679	2	789	0	0	0	338	832	0	0	1117	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	679	2	789	0	0	0	338	832	0	0	1117	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	679	2	789	0	0	0	338	832	0	0	1117	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	679	2	789	0	0	0	338	832	0	0	1117	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	679	2	789	0	0	0	338	832	0	0	1117	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	747	2	868	0	0	0	338	832	0	0	1117	83

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.38	0.01	1.61	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	1975	5	2295	0	0	0	1425	2850	0	0	2653	197

Capacity Analysis Module:

Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.24	0.29	0.00	0.00	0.42	0.42
Crit Vol:	539			0			338			600		
Crit Moves:	****						****			****		

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	31	139	63	43	34	119	143	338	44	109	536	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	139	63	43	34	119	143	338	44	109	536	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	139	63	43	34	119	143	338	44	109	536	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	139	63	43	34	119	143	338	44	109	536	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	139	63	43	34	119	143	338	44	109	536	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	139	63	43	34	119	143	338	44	109	536	167

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1425	1961	889	1425	1425	1425	1425	1261	164	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.03	0.02	0.08	0.10	0.27	0.27	0.08	0.38	0.12
Crit Vol:	101			43			143			536		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	158	162	0	0	382	57	47	0	116	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	162	0	0	382	57	47	0	116	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	162	0	0	382	57	47	0	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	162	0	0	382	57	47	0	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	158	162	0	0	382	57	47	0	116	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	439	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	807	xxxx	220	xxxx	xxxx	xxxxxx
Potent Cap.:	1132	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	323	xxxx	791	xxxx	xxxx	xxxxxx
Move Cap.:	1132	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	288	xxxx	791	xxxx	xxxx	xxxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.15	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	19.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	791	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.5	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.3	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			13.1			xxxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	0	1	1

Volume Module:

Base Vol:	349	627	271	34	1099	299	90	175	118	323	302	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	627	271	34	1099	299	90	175	118	323	302	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	627	271	34	1099	299	90	175	118	323	302	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	627	271	34	1099	299	90	175	118	323	302	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	627	271	34	1099	299	90	175	118	323	302	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	349	627	271	34	1099	299	90	175	118	323	302	46

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.25	0.23	0.20	0.02	0.40	0.22	0.07	0.13	0.09	0.23	0.22	0.03
Crit Vol:	349			550			175			323		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1, 0, 2, 1, 0).

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	65	1097	241	0	1415	53	22	0	23	830	19	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1097	241	0	1415	53	22	0	23	830	19	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1097	241	0	1415	53	22	0	23	830	19	198
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1097	0	0	1415	53	22	0	23	830	19	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1097	0	0	1415	53	22	0	23	830	19	198
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	65	1097	0	0	1415	53	22	0	25	913	19	218

Saturation Flow Module:	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:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.16	1.84
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	229	2621

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.26	0.00	0.00	0.33	0.04	0.02	0.00	0.01	0.32	0.08	0.08
Crit Vol:	65			472			22			457		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	1290	60	146	1583	0	0	0	0	178	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1290	60	146	1583	0	0	0	0	178	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1290	60	146	1583	0	0	0	0	178	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1290	60	146	1583	0	0	0	0	178	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1290	60	146	1583	0	0	0	0	178	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1290	60	146	1583	0	0	0	0	196	0	44

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4085	190	1425	4275	0	0	0	0	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.10	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Crit Vol:	450			146			0			98		
Crit Moves:	****			****						****		

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	594	845	46	148	1028	266	285	206	350	85	522	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	845	46	148	1028	266	285	206	350	85	522	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	845	46	148	1028	266	285	206	350	85	522	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	845	46	148	1028	266	285	206	350	85	522	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	845	46	148	1028	266	285	206	350	85	522	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	653	845	46	163	1028	266	314	206	350	94	522	239

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1886	864

Capacity Analysis Module:

Vol/Sat:	0.24	0.20	0.03	0.06	0.25	0.19	0.11	0.07	0.25	0.03	0.28	0.28
Crit Vol:	327			343			157			381		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 5 rows of saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows of capacity data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Permitted			Permitted						
Rights:	Include			Ignore			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	1	0	1	0	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	183	543	49	16	279	623	205	53	153	32	82	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	543	49	16	279	623	205	53	153	32	82	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	543	49	16	279	623	205	53	153	32	82	34
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	543	49	16	279	0	205	53	153	32	82	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	543	49	16	279	0	205	53	153	32	82	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	183	543	49	16	279	0	205	53	153	32	82	34

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.00	1.00	0.79	0.21	1.00	1.00	0.71	0.29
Final Sat.:	1425	2614	236	1425	1425	1425	1132	293	1425	1425	1007	418

Capacity Analysis Module:

Vol/Sat:	0.13	0.21	0.21	0.01	0.20	0.00	0.18	0.18	0.11	0.02	0.08	0.08
Crit Vol:	183			279			205					116
Crit Moves:	****			****			****					****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: D[30.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 12 columns showing capacity-related metrics like Conflict Vol, Potent Cap, Move Cap, etc.

Level of Service Module:

Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 29.6 Worst Case Level Of Service: F[85.2]

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
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

Volume Module:

Base Vol:	210	0	209	0	0	0	0	160	127	158	384	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	209	0	0	0	0	160	127	158	384	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	0	209	0	0	0	0	160	127	158	384	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	0	209	0	0	0	0	160	127	158	384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	210	0	209	0	0	0	0	160	127	158	384	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	924	xxxx	224	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	287	xxxx	xxxxxx
Potent Cap.:	302	xxxx	821	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1287	xxxx	xxxxxx
Move Cap.:	271	xxxx	821	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1287	xxxx	xxxxxx
Volume/Cap:	0.78	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	407	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	13.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	85.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	85.2			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			*			*			*					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 79.1 Worst Case Level Of Service: F[304.7]

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Lanes:	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	510	88	0	0	146	274	165	0	168	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	88	0	0	146	274	165	0	168	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	88	0	0	146	274	165	0	168	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	88	0	0	146	274	165	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	510	88	0	0	146	274	165	0	168	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	420	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1391	xxxx	283	xxxx	xxxx	xxxxxx
Potent Cap.:	1150	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	158	xxxx	761	xxxx	xxxx	xxxxxx
Move Cap.:	1150	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	80	xxxx	761	xxxx	xxxx	xxxxxx
Volume/Cap:	0.44	xxxx	xxxx	xxxx	xxxx	xxxx	2.06	xxxx	0.22	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	2.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.8	xxxx	0.8	xxxx	xxxx	xxxxxx			
Control Del:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	603.7	xxxx	11.1	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	2.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			304.7			xxxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1!	0	0	1!

Volume Module:

Base Vol:	4	587	17	231	893	76	10	16	4	63	36	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	587	17	231	893	76	10	16	4	63	36	353
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	587	17	231	893	76	10	16	4	63	36	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	587	17	231	893	76	10	16	4	63	36	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	587	17	231	893	76	10	16	4	63	36	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	587	17	231	893	76	10	16	4	63	36	353

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	0.33	0.54	0.13	0.14	0.08	0.78
Final Sat.:	1425	2770	80	1425	2626	224	475	760	190	199	113	1113

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.21	0.16	0.34	0.34	0.02	0.02	0.02	0.32	0.32	0.32
Crit Vol:			302		231			10				452
Crit Moves:			****		****			****				****

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 42.0 Worst Case Level Of Service: F[305.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 3 columns for Critical Gap, FollowUpTim, and other metrics.

Capacity Module:

Table with 4 columns for Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 12 columns for Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.211
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	2	0	1	0

Volume Module:

Base Vol:	0	0	0	110	3	419	0	1235	711	592	1299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	3	419	0	1235	711	592	1299	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	3	419	0	1235	711	592	1299	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	3	419	0	1235	711	592	1299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	3	419	0	1235	711	592	1299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	110	3	419	0	1235	711	592	1299	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	10	1415	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.30	0.30	0.00	0.43	0.50	0.42	0.46	0.00
Crit Vol:	0			422			711			592		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0 1	0	0	0 0 0	1	0	2 0 0	0	0	1 1 0

Volume Module:

Base Vol:	526	1	640	0	0	0	323	1022	0	0	1365	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	1	640	0	0	0	323	1022	0	0	1365	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	1	640	0	0	0	323	1022	0	0	1365	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	1	640	0	0	0	323	1022	0	0	1365	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	1	640	0	0	0	323	1022	0	0	1365	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	579	1	704	0	0	0	323	1022	0	0	1365	134

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	0.01	1.64	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	1927	3	2345	0	0	0	1425	2850	0	0	2595	255

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.23	0.36	0.00	0.00	0.53	0.53
Crit Vol:	428						0	323				750
Crit Moves:	****							****			****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C [15.5]

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	2	0	0	1	1	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	70	491	0	0	371	54	106	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	491	0	0	371	54	106	0	131	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	491	0	0	371	54	106	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	491	0	0	371	54	106	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	70	491	0	0	371	54	106	0	131	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	425	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	784	xxxx	213	xxxx	xxxx	xxxxxx
Potent Cap.:	1145	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	335	xxxx	799	xxxx	xxxx	xxxxxx
Move Cap.:	1145	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	319	xxxx	799	xxxx	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.16	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	21.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	799	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.6	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.4	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			15.5			xxxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 2 0 1).

Volume Module table with 12 columns and 13 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 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different volume components 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: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows: Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data 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 representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 3 rows of data including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	55	1138	407	0	1487	52	82	0	152	692	16	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1138	407	0	1487	52	82	0	152	692	16	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1138	407	0	1487	52	82	0	152	692	16	128
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1138	0	0	1487	52	82	0	152	692	16	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1138	0	0	1487	52	82	0	152	692	16	128
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	55	1138	0	0	1487	52	82	0	167	761	16	141

Saturation Flow Module:	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:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.20	1.80
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	291	2559

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.27	0.00	0.00	0.35	0.04	0.06	0.00	0.06	0.27	0.06	0.06
Crit Vol:	55			496			84		381			
Crit Moves:	****			****			****		****	****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	1623	122	260	1324	0	0	0	0	459	0	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1623	122	260	1324	0	0	0	0	459	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1623	122	260	1324	0	0	0	0	459	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1623	122	260	1324	0	0	0	0	459	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1623	122	260	1324	0	0	0	0	459	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1623	122	260	1324	0	0	0	0	505	0	156

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.79	0.21	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3976	299	1425	4275	0	0	0	0	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.41	0.18	0.31	0.00	0.00	0.00	0.00	0.18	0.00	0.05
Crit Vol:	582			260			0			252		
Crit Moves:	****			****						****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows showing various volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.228
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity ratios and critical values.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	169	502	195	31	257	431	89	45	130	161	50	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	502	195	31	257	431	89	45	130	161	50	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	502	195	31	257	431	89	45	130	161	50	51
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	502	195	31	257	0	89	45	130	161	50	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	502	195	31	257	0	89	45	130	161	50	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	502	195	31	257	0	89	45	130	161	50	51

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	0.66	0.34	1.00	1.00	0.50	0.50
Final Sat.:	1425	2053	797	1425	1425	1425	946	479	1425	1425	705	720

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.24	0.02	0.18	0.00	0.09	0.09	0.09	0.11	0.07	0.07
Crit Vol:	169			257			134			161		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: D[27.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 12 columns representing different traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 12 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[68.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module:

Table with 13 columns for Critical Gap and FollowUpTim values.

Capacity Module:

Table with 13 columns for Capacity metrics like Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module:

Table with 13 columns for Level of Service metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 17.2 Worst Case Level Of Service: D[27.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	286	103	0	0	81	174	214	0	621	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	103	0	0	81	174	214	0	621	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	103	0	0	81	174	214	0	621	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	103	0	0	81	174	214	0	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	286	103	0	0	81	174	214	0	621	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	255	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	843	xxxx	168	xxxx	xxxx	xxxxxx
Potent Cap.:	1322	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	337	xxxx	881	xxxx	xxxx	xxxxxx
Move Cap.:	1322	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	270	xxxx	881	xxxx	xxxx	xxxxxx
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.79	xxxx	0.70	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.8	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.1	xxxx	6.0	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	55.0	xxxx	18.2	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			27.6			xxxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with 12 columns for volume components (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.) and 4 rows of data.

Saturation Flow Module: Table with 12 columns for saturation flow components (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 12 columns for capacity analysis components (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 75.0 Worst Case Level Of Service: F[840.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	2	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1221	114	265	775	0	0	0	0	52	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1221	114	265	775	0	0	0	0	52	0	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1221	114	265	775	0	0	0	0	52	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1221	114	265	775	0	0	0	0	52	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1221	114	265	775	0	0	0	0	52	0	174

Critical Gap Module:

Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.8	xxxxx	6.9
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.5	xxxxx	3.3

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	1335	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	2196	xxxxx	668
Potent Cap.:	xxxxx	xxxxx	xxxxxx	523	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	39	xxxxx	406
Move Cap.:	xxxxx	xxxxx	xxxxxx	523	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	24	xxxxx	406
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.51	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.20	xxxxx	0.43

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	2.8	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	18.7	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	86	xxxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	21.4	xxxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	841	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	840.9	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

Note: Queue reported is the number of cars per lane.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	347	415	198	97	296	0	135	216	269	99	133	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	415	198	97	296	0	135	216	269	99	133	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	415	198	97	296	0	135	216	269	99	133	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	415	198	97	296	0	135	216	269	99	133	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	415	198	97	296	0	135	216	269	99	133	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	347	415	198	97	296	0	135	216	269	99	133	79

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1375	1862	888	1375	2750	0	1375	1375	1375	1375	863	512

Capacity Analysis Module:

Vol/Sat:	0.25	0.22	0.22	0.07	0.11	0.00	0.10	0.16	0.20	0.07	0.15	0.15
Crit Vol:	347			148			269		99			
Crit Moves:	****			****			****		****			

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #1 Rocklin Road/Pacific Street
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.612
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 1      1 0 1 1 0      1 0 1 1 0      1 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      24 276 397 110 304 23 56 134 64 304 64 114
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  24 276 397 110 304 23 56 134 64 304 64 114
Added Vol:    0 0 24 0 0 0 0 0 0 22 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  24 276 421 110 304 23 56 134 64 326 64 114
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  24 276 421 110 304 23 56 134 64 326 64 114
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  24 276 421 110 304 23 56 134 64 326 64 114
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:  24 276 421 110 304 23 56 134 64 359 64 114
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 2.00 1.00 1.00 1.86 0.14 1.00 1.35 0.65 1.70 0.30 1.00
Final Sat.:  1375 2750 1375 1375 2557 193 1375 1861 889 2334 416 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02 0.10 0.31 0.08 0.12 0.12 0.04 0.07 0.07 0.15 0.15 0.08
Crit Vol:      421 110 99 211
Crit Moves:    ****  ****  ****  ****
*****

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Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	0	1	0	1	1	0	2

Volume Module:

Base Vol:	32	16	31	602	22	156	304	678	13	35	494	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	31	602	22	156	304	678	13	35	494	343
Added Vol:	0	0	0	3	0	0	0	39	0	0	36	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	31	605	22	156	304	717	13	35	530	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	16	31	605	22	156	304	717	13	35	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	31	605	22	156	304	717	13	35	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	32	16	31	666	22	156	304	717	13	35	530	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	1.94	0.06	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	468	907	2662	88	1375	1375	2701	49	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.25	0.25	0.11	0.22	0.27	0.27	0.03	0.19	0.00
Crit Vol:			47		344			304			265	
Crit Moves:			****		****			****			****	

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Split Phase			Split Phase			Permitted			Protected							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	1	0	0	1	0	0	2	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	0	0	636	2	567	0	1130	99	148	473	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	636	2	567	0	1130	99	148	473	0
Added Vol:	0	0	0	0	0	11	0	42	0	88	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	636	2	578	0	1172	99	236	501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	636	2	578	0	1172	99	236	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	2	578	0	1172	99	236	501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	636	2	578	0	1172	99	236	501	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.45	0.41	0.41	0.00	0.41	0.07	0.17	0.18	0.00
Crit Vol:				636				586				236
Crit Moves:				****				****				****

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.653
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1! 0 1      0 0 0 0 0      1 0 2 0 0      0 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      26 0 114      0 0 0      302 1464 0      0 595 294
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  26 0 114      0 0 0      302 1464 0      0 595 294
Added Vol:    0 0 95      0 0 0      11 30 0      0 116 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  26 0 209      0 0 0      313 1494 0      0 711 294
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   26 0 209      0 0 0      313 1494 0      0 711 294
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  26 0 209      0 0 0      313 1494 0      0 711 294
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   29 0 230      0 0 0      313 1494 0      0 711 294
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 0.00 2.00  0.00 0.00 0.00  1.00 2.00 0.00  0.00 1.41 0.59
Final Sat.:  1425 0 2850      0 0 0      1425 2850 0      0 2016 834
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02 0.00 0.08  0.00 0.00 0.00  0.22 0.52 0.00  0.00 0.35 0.35
Crit Vol:      115      0      313      503
Crit Moves:      ***      *      ***      ***
*****

```


Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns representing critical gap and follow-up time metrics.

Capacity Module:

Table with 13 columns representing capacity metrics like Conflict Vol, Potent Cap., Move Cap., etc.

Level of Service Module:

Table with 13 columns representing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns showing saturation flow rates and adjustment factors for each lane.

Capacity Analysis Module table with 12 columns showing volume per saturation, critical volumes, and critical moves.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, 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 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	0	2	1

Volume Module:

Base Vol:	189	540	94	72	542	279	292	19	118	119	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	540	94	72	542	279	292	19	118	119	20	35
Added Vol:	39	183	0	0	209	0	0	0	40	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	723	94	72	751	279	292	19	158	119	20	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	723	94	72	751	279	292	19	158	119	20	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	723	94	72	751	279	292	19	158	119	20	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	228	723	94	72	751	279	292	19	174	119	20	35

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.65	0.35	1.00	2.19	0.81	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3650	475	1375	3008	1117	1375	1375	2750	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.17	0.20	0.20	0.05	0.25	0.25	0.21	0.01	0.06	0.09	0.01	0.03		
Crit Vol:	228						343						292	35
Crit Moves:	****			****			****			****				

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	1

Volume Module:

Base Vol:	123	982	232	0	1014	91	144	0	257	411	24	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	982	232	0	1014	91	144	0	257	411	24	89
Added Vol:	0	222	363	0	249	0	0	0	0	95	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1204	595	0	1263	91	144	0	257	506	24	89
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1204	0	0	1263	91	144	0	257	506	24	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1204	0	0	1263	91	144	0	257	506	24	89
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	123	1204	0	0	1263	91	144	0	283	557	24	98

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.39	1.61
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	561	2289

Capacity Analysis Module:

Vol/Sat:	0.09	0.28	0.00	0.00	0.30	0.06	0.10	0.00	0.10	0.20	0.04	0.04
Crit Vol:	123			421			144			278		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	0	1172	0	0	1001	170	632	0	190	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	1172	0	0	1001	170	632	0	190	0	0	0
Added Vol:	0	147	243	297	48	0	0	392	24	181	0	556
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-162
Initial Fut:	0	1319	243	297	1049	170	632	392	214	181	0	394
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1319	243	297	1049	0	632	392	214	181	0	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1319	243	297	1049	0	632	392	214	181	0	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1319	243	327	1049	0	695	392	214	181	0	394

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.17	0.11	0.37	0.00	0.24	0.14	0.15	0.13	0.00	0.28
Crit Vol:	330			525			348			394		
Crit Moves:				****			****			****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	2

Volume Module:

Base Vol:	0	1036	130	212	1043	0	0	0	0	404	0	43
Growth Adj:	1.00	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	1036	130	212	1043	0	0	0	0	404	0	43
Added Vol:	0	273	73	71	181	0	0	0	0	139	0	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1309	203	283	1224	0	0	0	0	543	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1309	203	283	1224	0	0	0	0	543	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1309	203	283	1224	0	0	0	0	543	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1309	203	283	1224	0	0	0	0	597	0	120

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.60	0.40	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3701	574	1425	4275	0	0	0	0	2850	0	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.20	0.29	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Vol:			504		283				0		299	
Crit Moves:			****		****						****	

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	198	388	88	40	219	225	57	43	76	144	58	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	388	88	40	219	225	57	43	76	144	58	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	388	88	40	219	225	57	43	76	144	58	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	388	88	40	219	0	57	43	76	144	58	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	388	88	40	219	0	57	43	76	144	58	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	388	88	40	219	0	57	43	76	144	58	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	0.57	0.43	1.00	1.00	0.49	0.51
Final Sat.:	1425	2323	527	1425	1425	1425	812	613	1425	1425	700	725

Capacity Analysis Module:

Vol/Sat:	0.14	0.17	0.17	0.03	0.15	0.00	0.07	0.07	0.05	0.10	0.08	0.08
Crit Vol:	198			219			100			144		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C [17.3]

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	387	101	112	375	0	0	0	0	84	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	387	101	112	375	0	0	0	0	84	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	387	101	112	375	0	0	0	0	93	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	387	101	112	375	0	0	0	0	93	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	387	101	112	375	0	0	0	0	93	0	240

Critical Gap Module:

Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	6.4	xxxxx	6.2
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	3.5	xxxxx	3.3

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	488	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	986	xxxxx	387
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1086	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	277	xxxxx	665
Move Cap.:	xxxxx	xxxxx	xxxxxx	1086	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	254	xxxxx	665
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.10	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.37	xxxxx	0.36

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1.6	xxxxx	1.6			
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	8.7	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	27.2	xxxxx	13.4			
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx			
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	8.7	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			17.3					
ApproachLOS:	*			*			*			C					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module: Table with 13 columns for traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, Critical Gp, and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: C [23.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[47.3]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	563	114	175	633	0	0	0	0	52	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	563	114	175	633	0	0	0	0	52	0	64
Added Vol:	0	99	0	0	107	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	662	114	175	740	0	0	0	0	52	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	662	114	175	740	0	0	0	0	52	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	662	114	175	740	0	0	0	0	52	0	64

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	1439	xxxx	388
Potent Cap.:	xxxx	xxxx	xxxxx	849	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	616
Move Cap.:	xxxx	xxxx	xxxxx	849	xxxx	xxxxx	xxxx	xxxx	xxxxx	106	xxxx	616
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	0.10

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	195	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	47.3	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			47.3					
ApproachLOS:	*			*			*			E					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

APPENDIX A

**YEAR 2025 NO PROJECT (WITH DOMINGUEZ ROAD)
TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS**

DRAFT

**Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

Blue Areas = Input areas

2001 AM Peak Hour (38% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	577	591	514	82	289	506	865	105
2	157	966	0	748	384	797	0	690
3	315	1,341	0	797	0	658	831	966
4	0	1,092	1,024	658	206	1,227	0	1,341
5	65	429	104	220	125	210	60	424
6	142	0	118	22	18	0	111	153
7	422	506	346	149	180	222	543	479
8	543	182	283	0	346	46	616	0
9	609	0	368	16	298	0	553	141
10	553	471	271	0	368	325	603	1
11	603	0	428	83	271	0	601	241
12	601	0	428	0	428	0	601	0
13	601	376	450	611	428	197	524	889
14	687	235	182	0	399	229	476	0
15	266	0	316	115	278	0	130	289
16	130	246	193	0	316	75	178	0
17	0	247	44	38	0	46	148	135
18	129	0	349	199	31	0	272	375
19	255	62	119	12	156	33	207	51
20	263	85	147	0	231	38	226	0
21	385	314	300	229	190	118	620	299
22								

2025 AM Peak Hour (38% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	565	711	426	155	293	331	809	424
2	368	1,729	0	1,109	571	1,156	0	1,480
3	612	1,944	0	1,156	0	1,074	908	1,729
4	0	1,691	1,225	1,074	459	1,587	0	1,944
5	188	866	336	361	441	266	201	844
6	270	396	319	155	148	156	444	392
7	1,453	806	1,147	222	719	405	1,612	892
8	1,612	681	942	0	1,147	281	1,808	0
9	1,769	0	1,043	80	1,009	0	1,503	381
10	1,503	1,003	1,161	56	1,043	105	2,402	172
11	1,786	153	1,272	684	1,705	435	1,742	13
12	1,742	261	1,447	156	1,197	213	1,799	396
13	1,778	1,061	1,204	1,036	1,466	422	1,440	1,751
14	1,129	503	333	0	701	554	710	0
15	591	0	431	417	578	0	277	585
16	277	459	382	0	431	190	497	0
17	0	657	212	141	0	222	207	581
18	443	0	737	409	177	0	469	943
19	1,128	469	594	19	1,038	199	835	140
20	1,142	431	620	0	800	217	1,176	0
21	756	718	398	439	375	283	1,054	601
22								

2001 PM Peak Hour (28% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	395	513	1,087	44	703	651	611	75
2	783	962	0	834	438	1,342	0	799
3	250	1,109	0	1,342	0	744	995	962
4	0	743	909	744	378	909	0	1,109
5	188	362	116	463	83	535	167	343
6	82	0	212	214	169	0	274	64
7	307	353	806	596	570	704	500	288
8	500	97	819	0	806	182	429	0
9	450	0	714	168	810	0	440	81
10	440	263	667	1	714	191	466	0
11	466	0	724	438	667	0	404	557
12	404	0	724	0	724	0	404	0
13	404	224	765	585	724	355	539	359
14	622	260	664	0	912	334	300	0
15	411	0	351	141	323	0	211	370
16	211	408	228	0	351	123	373	0
17	0	79	145	116	0	203	63	74
18	41	0	292	355	118	0	340	229
19	239	46	302	31	350	66	186	18
20	337	71	310	0	380	115	232	0
21	220	150	744	484	338	409	490	361
22								

2025 PM Peak Hour (28% of the Peak Period)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	377	361	996	404	697	783	484	175
2	1,028	1,221	0	1,686	684	2,047	0	1,205
3	471	1,333	0	2,047	0	1,292	1,337	1,221
4	0	1,019	927	1,292	553	1,352	0	1,333
5	515	476	324	1,022	234	1,040	498	566
6	369	398	695	549	416	604	704	286
7	991	587	1,813	1,029	1,612	923	1,487	399
8	1,487	487	1,862	0	1,813	738	1,285	0
9	1,367	0	1,449	470	1,835	0	1,189	262
10	1,189	725	1,819	297	1,449	324	2,092	164
11	1,577	714	1,953	820	2,874	655	1,442	94
12	1,442	630	1,930	604	1,936	368	1,905	398
13	1,941	588	1,777	1,068	1,927	1,158	1,638	651
14	849	377	815	0	1,163	405	474	0
15	496	0	619	238	452	0	374	527
16	374	498	534	0	619	214	570	0
17	0	385	203	565	0	625	262	266
18	234	0	516	1,034	355	0	875	555
19	1,288	217	1,024	87	1,282	502	804	28
20	1,059	291	1,398	0	1,365	522	861	0
21	379	277	998	649	643	751	504	405
22								

**Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

Project Driveway don't apply factor

AM Peak Hour DIFFERENCE (2025-2001)									
NODE NUMBER	APPROACH				DEPARTURE				
	NL	EL	SL	WL	NL	EL	SL	WL	
1	0	119	0	73	4	0	0	319	
2	211	763	0	361	187	358	0	789	
3	296	603	0	358	0	416	77	763	
4	0	599	202	416	254	360	0	603	
5	123	438	232	142	316	56	142	420	
6	128	396	201	133	130	156	333	239	
7	1,030	300	801	72	539	183	1,069	413	
8	1,069	499	659	0	801	235	1,192	0	
9	1,160	0	675	65	711	0	950	240	
10	950	531	890	56	675	0	1,799	171	
11	1,183	153	845	601	1,434	435	1,141	0	
12	1,141	261	1,019	156	770	213	1,197	396	
13	1,176	685	754	425	1,039	225	916	862	
14	442	268	151	0	302	325	234	0	
15	324	0	115	302	300	0	146	297	
16	146	214	189	0	115	114	319	0	
17	0	409	168	103	0	176	59	446	
18	314	0	388	209	146	0	197	568	
19	873	406	475	8	882	165	628	88	
20	879	346	473	0	569	179	950	0	
21	371	404	98	210	185	165	434	302	
22	0	0	0	0	0	0	0	0	

Take 79% of difference to bring up to 2006									
NODE NUMBER	APPROACH				DEPARTURE				
	NL	EL	SL	WL	NL	EL	SL	WL	
1	0	94	0	58	3	0	0	252	
2	166	603	0	285	148	283	0	624	
3	234	477	0	283	0	329	61	603	
4	0	473	159	329	200	285	0	477	
5	97	346	183	112	249	44	112	332	
6	101	313	159	105	103	123	263	189	
7	814	237	633	57	426	145	844	326	
8	844	394	521	0	633	186	942	0	
9	916	0	534	51	562	0	750	189	
10	750	420	703	44	534	0	1,421	135	
11	935	153	668	475	1,133	435	901	0	
12	901	261	805	123	608	213	946	313	
13	929	541	596	336	821	178	724	681	
14	349	212	119	0	238	257	185	0	
15	256	0	91	239	237	0	115	235	
16	115	169	149	0	91	90	252	0	
17	0	323	132	82	0	139	47	352	
18	248	0	307	165	115	0	155	449	
19	689	321	375	6	697	131	496	70	
20	695	273	374	0	449	141	751	0	
21	293	319	78	166	146	130	343	238	
22	0	0	0	0	0	0	0	0	

PM Peak Hour DIFFERENCE (2025-2001)									
NODE NUMBER	APPROACH				DEPARTURE				
	NL	EL	SL	WL	NL	EL	SL	WL	
1	0	0	0	360	0	132	0	100	
2	245	259	0	852	246	705	0	406	
3	221	224	0	705	0	548	342	259	
4	0	276	18	548	175	443	0	224	
5	327	114	208	559	151	505	331	223	
6	287	398	483	335	247	604	430	222	
7	684	234	1,007	433	1,042	219	987	111	
8	987	390	1,043	0	1,007	556	856	0	
9	917	0	735	302	1,025	0	749	181	
10	749	462	1,152	296	735	133	1,626	164	
11	1,111	714	1,229	382	2,207	655	1,038	0	
12	1,038	630	1,206	604	1,212	368	1,501	398	
13	1,537	364	1,012	483	1,203	803	1,099	292	
14	227	117	151	0	251	71	174	0	
15	85	0	268	97	129	0	163	157	
16	163	90	306	0	268	91	197	0	
17	0	306	58	449	0	422	199	192	
18	193	0	224	679	237	0	535	326	
19	1,049	171	722	56	932	436	618	10	
20	722	220	1,088	0	985	407	639	0	
21	159	127	254	165	305	342	14	44	
22	0	0	0	0	0	0	0	0	

Take 79% of difference to bring up to 2006									
NODE NUMBER	APPROACH				DEPARTURE				
	NL	EL	SL	WL	NL	EL	SL	WL	
1	0	0	0	284	0	104	0	79	
2	194	205	0	673	194	557	0	321	
3	175	177	0	557	0	433	270	205	
4	0	218	14	433	138	350	0	177	
5	258	90	164	442	119	399	261	176	
6	227	314	382	265	195	477	340	175	
7	540	185	796	342	823	173	780	88	
8	780	308	824	0	796	439	676	0	
9	724	0	581	239	810	0	592	143	
10	592	365	910	234	581	105	1,285	130	
11	878	714	971	302	1,744	655	820	0	
12	820	630	953	477	957	368	1,186	314	
13	1,214	288	799	382	950	634	868	231	
14	179	92	119	0	198	56	137	0	
15	67	0	212	77	102	0	129	124	
16	129	71	242	0	212	72	156	0	
17	0	242	46	355	0	333	157	152	
18	152	0	177	536	187	0	423	258	
19	829	135	570	44	736	344	488	8	
20	570	174	860	0	778	322	505	0	
21	126	100	201	130	241	270	11	35	
22	0	0	0	0	0	0	0	0	

**Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

Intersection <small>*Unsignalized Intersection</small>	AM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												AM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Rocklin Road/Pacific Street	25	289	496	22	153	43	183	404	19	370	71	99	606	540	810	218	410	832	817	115
2. Rocklin Road/Granite Road	17	12	11	128	713	12	304	7	104	6	528	567	415	1,101	40	853	707	1,028	25	649
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	620	412	157	2	244	339	862	0	403	1,201	0	1,032	0	777	753	1,106
4. Rocklin Road/I-80 Eastbound Ramps	570	2	735	208	569	0	0	0	0	0	631	47	0	678	1,307	777	257	1,304	0	1,201
5. Dominguez Road/Pacific Street	23	68	59	71	318	36	23	16	50	66	292	61	89	419	150	425	200	400	118	365
6. Dominguez Road/Granite Drive	86	90	0	36	0	70	0	255	47	0	0	0	302	0	176	106	126	0	325	133
7. Sierra College Boulevard/Taylor Road	153	243	142	65	171	67	23	426	167	172	232	31	616	435	538	303	339	336	665	552
8. Sierra College Boulevard/Brace Road	0	380	36	0	0	58	68	554	0	67	0	76	622	143	416	58	456	104	679	0
9. Sierra College Boulevard/Granite Drive	152	368	74	61	25	34	103	476	63	126	30	41	642	197	594	120	470	202	636	245
10. Sierra College Boulevard/I-80 Westbound Ramp	0	460	35	0	0	0	206	458	0	375	0	211	664	586	495	0	671	241	833	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	270	289	0	206	0	115	0	711	122	0	0	0	833	0	559	321	495	0	826	392
12. Sierra College Boulevard/Dominguez Road	0	598	0	0	0	0	0	826	0	0	0	0	826	0	598	0	598	0	826	0
13. Sierra College Boulevard/Rocklin Road	390	463	58	69	114	242	50	432	47	67	173	66	529	306	911	425	598	222	741	610
14. Taylor Road/Horseshoe Bar Road	6	269	66	14	67	22	457	359	6	45	14	406	822	465	341	103	689	590	426	26
15. Horseshoe Bar Road/I-80 Westbound Ramp	162	433	68	74	33	76	17	233	419	39	80	30	669	149	663	183	537	118	348	661
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	133	0	155	0	79	124	0	0	0	105	110	0	0	215	288	203	0	234	229	243
18. Barton Road/Rocklin Road	240	55	0	83	0	87	0	72	98	0	0	0	170	0	295	170	138	0	159	338
19. Sierra College Boulevard/King Rd	2	190	18	3	16	4	100	425	17	41	11	65	542	117	210	23	258	134	470	30
20. Sierra College Boulevard/English Colony Way	0	257	1	0	0	0	71	518	0	4	0	37	589	41	258	0	294	72	522	0
21. Taylor Road/King Road	229	376	67	211	96	242	60	323	0	103	102	119	383	324	672	549	706	223	668	331
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

Intersection <small>*Unsignalized Intersection</small>	PM OCT 2006 RAW VEHICLE TURNING MOVEMENT COUNTS												PM 2006 RAW LINK VEHICLE VOLUMES							
	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			APPROACH				DEPARTURE			
	L	T	R	L	T	R	L	T	R	L	T	R	NL	EL	SL	WL	NL	EL	SL	WL
1. Pacific Street/Rocklin Road	41	443	509	34	113	23	122	514	21	595	148	221	657	964	993	170	698	744	1,132	210
2. Granite Road/Rocklin Road	23	14	35	233	676	23	489	16	357	40	745	586	862	1,371	72	932	833	1,200	79	1,125
3. Rocklin Road/I-80 Westbound Ramps	0	0	0	0	686	516	52	2	258	503	1102	0	312	1,605	0	1,202	0	738	1,021	1,360
4. Rocklin Road/I-80 Eastbound Ramps	548	1	602	211	527	0	0	0	0	0	1057	119	0	1,176	1,151	738	331	1,129	0	1,605
5. Dominguez Road/Pacific Street	25	19	46	27	401	20	38	46	129	28	460	18	213	506	90	448	64	485	94	614
6. Granite Drive/Dominguez Road	30	293	0	60	0	63	0	197	24	0	0	0	221	0	323	123	353	0	260	54
7. Sierra College Boulevard/Taylor Road	120	551	253	152	305	97	26	341	109	207	266	36	476	509	924	554	739	584	645	495
8. Sierra College Boulevard/Brace Road	0	567	99	0	0	87	84	514	0	75	0	92	598	167	666	87	659	183	676	0
9. Sierra College Boulevard/Granite Drive	96	526	72	131	32	178	70	504	67	112	20	35	641	167	694	341	692	174	794	183
10. Sierra College Boulevard/I-80 Westbound Ramp	0	560	38	0	0	0	213	576	0	320	0	159	789	479	598	0	719	251	896	0
11. Sierra College Boulevard/I-80 Eastbound Ramp	334	387	0	211	0	31	0	672	224	0	0	0	896	0	721	242	598	0	703	558
12. Sierra College Boulevard/Dominguez Road	0	805	0	0	0	0	0	703	0	0	0	0	703	0	805	0	805	0	703	0
13. Sierra College Boulevard/Rocklin Road	298	604	52	171	235	404	67	505	78	30	139	30	650	199	954	810	805	354	939	515
14. Taylor Road/Horseshoe Bar Road/	8	476	104	7	12	8	409	409	10	77	13	572	828	662	588	27	1,055	525	494	31
15. Horseshoe Bar Road/I-80 Westbound Ramp	88	373	177	75	46	67	48	202	387	140	50	72	637	262	638	188	520	271	409	525
16. Horseshoe Bar Road/I-80 Eastbound Ramp	0	353	50	0	0	0	98	245	0	55	0	312	343	367	403	0	665	148	300	0
17. Barton Road/Brace Road	143	0	72	0	64	150	0	0	0	114	57	0	0	171	215	214	0	136	264	200
18. Barton Road/Rocklin Road	153	68	0	61	0	242	0	43	55	0	0	0	98	0	221	303	129	0	285	208
19. Sierra College Boulevard/King Rd	2	487	39	21	14	4	63	298	3	15	4	88	364	107	528	39	596	116	317	9
20. Sierra College Boulevard/English Colony Way	0	559	4	0	0	0	47	314	0	3	0	57	361	60	563	0	616	51	317	0
21. Taylor Road/King Road	362	282	114	67	91	317	28	239	0	95	83	32	267	210	758	475	381	233	651	445
22. Sierra College Boulevard/Black Willow Street													0	0	0	0	0	0	0	0

**Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

2025 AM Peak Hour REFINED VEH. VOLUMES (2006 + Growth)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	606	634	810	276	413	832	817	367
2	581	1,704	40	1,138	855	1,311	25	1,273
3	637	1,678	0	1,315	0	1,106	814	1,709
4	0	1,151	1,466	1,106	457	1,589	0	1,678
5	186	765	333	537	449	444	230	697
6	403	313	335	211	229	123	588	322
7	1,430	672	1,171	360	765	481	1,509	878
8	1,466	537	937	58	1,089	290	1,621	0
9	1,558	197	1,128	171	1,032	202	1,386	434
10	1,414	1,006	1,198	44	1,205	241	2,254	135
11	1,768	153	1,227	796	1,628	435	1,727	392
12	1,727	261	1,403	123	1,206	213	1,772	313
13	1,458	847	1,507	761	1,419	400	1,465	1,291
14	1,171	677	460	103	927	847	611	26
15	925	149	754	422	774	118	463	896
16	458	536	552	0	756	238	552	0
17	0	538	420	285	0	373	276	595
18	418	0	602	335	253	0	314	787
19	1,231	438	585	29	955	265	966	100
20	1,284	314	632	0	743	213	1,273	0
21	676	643	750	715	852	353	1,011	569
22	0	0	0	0	0	0	0	0

AM 2025 FINAL LINK VOLUMES								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	606	634	810	276	413	832	817	367
2	581	1,704	40	1,138	855	1,311	25	1,273
3	637	1,678	0	1,315	0	1,106	814	1,709
4	0	1,151	1,466	1,106	457	1,589	0	1,678
5	186	765	333	537	449	444	230	697
6	403	313	335	211	229	123	588	322
7	1,430	672	1,171	360	765	481	1,509	878
8	1,466	537	937	58	1,089	290	1,621	0
9	1,558	197	1,128	171	1,032	202	1,386	434
10	1,414	1,006	1,198	44	1,205	241	2,254	135
11	1,768	153	1,227	796	1,628	435	1,727	392
12	1,727	261	1,403	123	1,206	213	1,772	313
13	1,458	847	1,507	761	1,419	400	1,465	1,291
14	1,171	677	460	103	927	847	611	26
15	925	149	754	422	774	118	463	896
16	458	536	552	0	756	238	552	0
17	0	538	420	285	0	373	276	595
18	418	0	602	335	253	0	314	787
19	1,231	438	585	29	955	265	966	100
20	1,284	314	632	0	743	213	1,273	0
21	676	643	750	715	852	353	1,011	569
22	0	0	0	0	0	0	0	0

2025 PM Peak Hour REFINED VEH. VOLUMES (2006 + Growth)								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	454	698	848	1,132	289
2	1,056	1,576	72	1,605	1,027	1,757	79	1,446
3	487	1,782	0	1,759	0	1,171	1,291	1,565
4	0	1,394	1,165	1,171	469	1,479	0	1,782
5	471	596	254	890	183	884	355	790
6	448	314	705	388	548	477	600	229
7	1,016	694	1,720	896	1,562	757	1,425	583
8	1,378	475	1,490	87	1,455	622	1,352	0
9	1,365	167	1,275	580	1,502	174	1,386	326
10	1,381	844	1,508	234	1,300	356	2,181	130
11	1,774	714	1,692	544	2,342	655	1,523	558
12	1,523	630	1,758	477	1,762	368	1,889	314
13	1,864	487	1,753	1,192	1,755	988	1,807	746
14	1,007	754	707	27	1,253	581	631	31
15	704	262	850	265	622	271	538	649
16	472	438	645	0	877	220	456	0
17	0	413	261	569	0	469	421	352
18	250	0	398	839	316	0	708	466
19	1,193	242	1,098	83	1,332	460	805	17
20	931	234	1,423	0	1,394	373	822	0
21	393	310	959	605	622	503	662	480
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES								
NODE NUMBER	APPROACH				DEPARTURE			
	NL	EL	SL	WL	NL	EL	SL	WL
1	657	964	993	454	698	848	1,132	289
2	1,056	1,576	72	1,605	1,027	1,757	79	1,446
3	487	1,782	0	1,759	0	1,171	1,291	1,565
4	0	1,394	1,165	1,171	469	1,479	0	1,782
5	471	596	254	890	183	884	355	790
6	448	314	705	388	548	477	600	229
7	1,016	694	1,720	896	1,562	757	1,425	583
8	1,378	475	1,490	87	1,455	622	1,352	0
9	1,365	167	1,275	580	1,502	174	1,386	326
10	1,381	844	1,508	234	1,300	356	2,181	130
11	1,774	714	1,692	544	2,342	655	1,523	558
12	1,523	630	1,758	477	1,762	368	1,889	314
13	1,864	487	1,753	1,192	1,755	988	1,807	746
14	1,007	754	707	27	1,253	581	631	31
15	704	262	850	265	622	271	538	649
16	472	438	645	0	877	220	456	0
17	0	413	261	569	0	469	421	352
18	250	0	398	839	316	0	708	466
19	1,193	242	1,098	83	1,332	460	805	17
20	931	234	1,423	0	1,394	373	822	0
21	393	310	959	605	622	503	662	480
22	0	0	0	0	0	0	0	0

**Rocklin Crossings / 60 Traffic Impact Study
With Dominguez Road Extension - 2025 Link Volume Adjustments**

AM 2025 FINAL LINK VOLUMES								
POST-PROCESS THESE NUMBERS								
Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	810	817	606	413	276	367	634	832
2	40	25	581	855	1,138	1,273	1,704	1,311
3	0	814	637	0	1,315	1,709	1,678	1,106
4	1,466	0	0	457	1,106	1,678	1,151	1,589
5	333	230	186	449	537	697	765	444
6	335	588	403	229	211	322	313	123
7	1,171	1,509	1,430	765	360	878	672	481
8	937	1,621	1,466	1,089	58	0	537	290
9	1,128	1,386	1,558	1,032	171	434	197	202
10	1,198	2,254	1,414	1,205	44	135	1,006	241
11	1,227	1,727	1,768	1,628	796	392	153	435
12	1,403	1,772	1,727	1,206	123	313	261	213
13	1,507	1,465	1,458	1,419	761	1,291	847	400
14	460	611	1,171	927	103	26	677	847
15	754	463	925	774	422	896	149	118
16	552	552	458	756	0	0	536	238
17	420	276	0	0	285	595	538	373
18	602	314	418	253	335	787	0	0
19	585	966	1,231	955	29	100	438	265
20	632	1,273	1,284	743	0	0	314	213
21	750	1,011	676	852	715	569	643	353
22	0	0	0	0	0	0	0	0

PM 2025 FINAL LINK VOLUMES								
POST-PROCESS THESE NUMBERS								
Intersection	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	993	1,132	657	698	454	289	964	848
2	72	79	1,056	1,027	1,605	1,446	1,576	1,757
3	0	1,291	487	0	1,759	1,565	1,782	1,171
4	1,165	0	0	469	1,171	1,782	1,394	1,479
5	254	355	471	183	890	790	596	884
6	705	600	448	548	388	229	314	477
7	1,720	1,425	1,016	1,562	896	583	694	757
8	1,490	1,352	1,378	1,455	87	0	475	622
9	1,275	1,386	1,365	1,502	580	326	167	174
10	1,508	2,181	1,381	1,300	234	130	844	356
11	1,692	1,523	1,774	2,342	544	558	714	655
12	1,758	1,889	1,523	1,762	477	314	630	368
13	1,753	1,807	1,864	1,755	1,192	746	487	988
14	707	631	1,007	1,253	27	31	754	581
15	850	538	704	622	265	649	262	271
16	645	456	472	877	0	0	438	220
17	261	421	0	0	569	352	413	469
18	398	708	250	316	839	466	0	0
19	1,098	805	1,193	1,332	83	17	242	460
20	1,423	822	931	1,394	0	0	234	373
21	959	662	393	622	605	480	310	503
22	0	0	0	0	0	0	0	0

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 14 rows showing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows showing Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 13 columns for volume metrics (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.) and 4 rows of data.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Vol, Crit Moves) and 4 rows of data.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 13 columns for volume metrics: 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 13 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 6 (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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 18.3 Worst Case Level Of Service: E[48.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (1-0-2-0-1).

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 2 0 1).

Volume Module table with 13 columns (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) and 13 rows of data.

Saturation Flow Module table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows of data.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume components 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: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns and 3 rows: Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
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: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows showing various volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns: 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 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 10.6 Worst Case Level Of Service: D[29.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 27.5 Worst Case Level Of Service: F[78.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different traffic flow metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns and 2 rows of data for Critical Gap and FollowUpTim.

Capacity Module:

Table with 13 columns and 4 rows of data for Capacity metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module:

Table with 13 columns and 10 rows of data for Level of Service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 69.5 Worst Case Level Of Service: F[272.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 14 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 34.8 Worst Case Level Of Service: F[246.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 1 0).

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, Critical Gp, and FollowUpTim.

Capacity Module table with 12 columns and 5 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 12 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 6 (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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns representing gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns representing capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns representing level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow values.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity analysis data.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows showing various volume and adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows showing various volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow values.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.183
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 Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 10 rows of volume and adjustment data.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow and adjustment data.

Capacity Analysis Module table with 12 columns and 4 rows of capacity and critical volume data.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C [24.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: F[57.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different traffic flow metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns and 2 rows of data for Critical Gap and FollowUpTim.

Capacity Module:

Table with 13 columns and 4 rows of data for Capacity metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module:

Table with 13 columns and 10 rows of data for Level of Service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 13.3 Worst Case Level Of Service: C [20.8]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0

Volume Module:

Base Vol: 295 105 0 0 81 171 211 0 627 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 295 105 0 0 81 171 211 0 627 0 0 0
Added Vol: -56 0 0 0 0 -5 -5 0 -59 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 239 105 0 0 81 166 206 0 568 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: 239 105 0 0 81 166 206 0 568 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 239 105 0 0 81 166 206 0 568 0 0 0

Critical Gap Module:

Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: 247 xxxx xxxxx xxxx xxxx xxxxx 747 xxxx 164 xxxx xxxx xxxxx
Potent Cap.: 1331 xxxx xxxxx xxxx xxxx xxxxx 383 xxxx 886 xxxx xxxx xxxxx
Move Cap.: 1331 xxxx xxxxx xxxx xxxx xxxxx 322 xxxx 886 xxxx xxxx xxxxx
Volume/Cap: 0.18 xxxx xxxx xxxx xxxx xxxxx 0.64 xxxx 0.64 xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.7 xxxx xxxxx xxxx xxxx xxxxx 4.1 xxxx 4.8 xxxx xxxx xxxxx
Control Del: 8.3 xxxx xxxxx xxxxx xxxx xxxxx 34.0 xxxx 16.0 xxxxx xxxx xxxxx
LOS by Move: A * * * * * D * C * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue: 0.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 20.8 xxxxxx
ApproachLOS: * * C *

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 56.7 Worst Case Level Of Service: F[587.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 4 columns for the four directions.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics and 4 columns for directions.

Capacity Module:

Table with 12 columns for capacity metrics and 4 columns for directions.

Level of Service Module:

Table with 12 columns for level of service metrics and 4 columns for directions.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns representing saturation flow values for different lanes and adjustments.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	36	16	29	506	22	176	368	637	15	35	460	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	16	29	506	22	176	368	637	15	35	460	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	16	29	506	22	176	368	637	15	35	460	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	16	29	506	22	176	368	637	15	35	460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	16	29	506	22	176	368	637	15	35	460	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.:	36	16	29	557	22	176	368	637	15	35	460	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.92	0.08	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	489	886	2645	105	1375	1375	2687	63	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.21	0.21	0.13	0.27	0.24	0.24	0.03	0.17	0.00
Crit Vol:			45	289			368			230		
Crit Moves:			****	****			****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 99 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	2	0	1	0

Volume Module:

Base Vol:	0	0	0	579	2	518	0	976	96	150	416	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	579	2	518	0	976	96	150	416	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	579	2	518	0	976	96	150	416	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	579	2	518	0	976	96	150	416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	579	2	518	0	976	96	150	416	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	579	2	518	0	976	96	150	416	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.41	0.36	0.36	0.00	0.34	0.07	0.11	0.15	0.00
Crit Vol:	0			579			488			150		
Crit Moves:				****			****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
 Loss Time (sec): 6 (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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0 1	0	0	0 0 0	1	0	2 0 0	0	0	1 1 0

Volume Module:

Base Vol:	26	0	114	0	0	0	303	1252	0	0	540	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	114	0	0	0	303	1252	0	0	540	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	114	0	0	0	303	1252	0	0	540	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	114	0	0	0	303	1252	0	0	540	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	114	0	0	0	303	1252	0	0	540	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	125	0	0	0	303	1252	0	0	540	318

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.26	0.74
Final Sat.:	1425	0	2850	0	0	0	1425	2850	0	0	1794	1056

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.21	0.44	0.00	0.00	0.30	0.30
Crit Vol:	63			0			303			429		
Crit Moves:	****						****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	13	34	17	7	41	35	38	509	37	39	265	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	34	17	7	41	35	38	509	37	39	265	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	34	17	7	41	35	38	509	37	39	265	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	34	17	7	41	35	38	509	37	39	265	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	34	17	7	41	35	38	509	37	39	265	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	34	17	7	41	35	38	509	37	39	265	6

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.08	0.92	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1425	1900	950	1425	1538	1313	1425	1328	97	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.00	0.03	0.03	0.03	0.38	0.38	0.03	0.19	0.00
Crit Vol:	13			38			546	39				
Crit Moves:	****			****			****	****				

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: F[70.6]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	138	351	350	11	174	15	6	55	192	137	43	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:	138	351	350	11	174	15	6	55	192	137	43	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	351	350	11	174	15	6	55	192	137	43	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	351	350	11	174	15	6	55	192	137	43	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	138	351	350	11	174	15	6	55	192	137	43	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	189	xxxx	xxxxx	701	xxxx	xxxxx	677	1181	94	764	838	176
Potent Cap.:	1397	xxxx	xxxxx	905	xxxx	xxxxx	343	192	950	297	305	844
Move Cap.:	1397	xxxx	xxxxx	905	xxxx	xxxxx	275	171	950	164	271	844
Volume/Cap:	0.10	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.32	0.20	0.84	0.16	0.01

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	5.7	xxxx	xxxxx			
Control Del:	7.9	xxxx	xxxxx	9.0	xxxx	xxxxx	18.4	xxxx	xxxxx	88.4	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	C	*	*	F	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	471	xxxx	xxxx	292			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.0	xxxxx	xxxx	0.6			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.8	xxxxx	xxxx	19.7			
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C			
ApproachDel:	xxxxxxx			xxxxxxx			20.7			70.6					
ApproachLOS:	*			*			C			F					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	0	1	1

Volume Module:

Base Vol:	37	657	81	39	587	82	50	272	60	130	203	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	657	81	39	587	82	50	272	60	130	203	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	657	81	39	587	82	50	272	60	130	203	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	657	81	39	587	82	50	272	60	130	203	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	657	81	39	587	82	50	272	60	130	203	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	657	81	39	587	82	50	272	60	130	203	38

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.06	0.03	0.21	0.06	0.04	0.20	0.04	0.09	0.15	0.03
Crit Vol:	329			39			272			130		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	0	0	1	1	0	0	0	1

Volume Module:

Base Vol:	0	697	33	113	674	0	0	0	14	100	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	697	33	113	674	0	0	0	14	100	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	697	33	113	674	0	0	0	14	100	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	697	33	113	674	0	0	0	14	100	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	33	113	674	0	0	0	14	100	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	697	33	113	674	0	0	0	14	100	0	106

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.86	0.14	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	4082	193	1425	4275	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.17	0.08	0.16	0.00	0.00	0.00	0.01	0.07	0.00	0.07
Crit Vol:	243			113			14			100		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 13 rows of volume data 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 13 columns and 4 rows: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows: Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	1	0	0	0	1

Volume Module:

Base Vol:	0	1146	0	0	911	194	605	0	216	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	1146	0	0	911	194	605	0	216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1146	0	0	911	194	605	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1146	0	0	911	0	605	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1146	0	0	911	0	605	0	216	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1146	0	0	911	0	666	0	216	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.32	0.00	0.23	0.00	0.15	0.00	0.00	0.00
Crit Vol:	287			456			333			0		
Crit Moves:				****			****					

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	1	0	1	1

Volume Module:

Base Vol:	173	950	157	426	582	63	276	415	368	182	187	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	950	157	426	582	63	276	415	368	182	187	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	950	157	426	582	63	276	415	368	182	187	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	950	157	426	582	63	276	415	368	182	187	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	950	157	426	582	63	276	415	368	182	187	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	190	950	157	426	582	63	304	415	368	200	187	27

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.11	0.31	0.14	0.05	0.11	0.30	0.27	0.07	0.14	0.02
Crit Vol:	317			426			415			100		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	204	765	88	176	800	68	89	315	188	110	336	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	765	88	176	800	68	89	315	188	110	336	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	765	88	176	800	68	89	315	188	110	336	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	765	88	176	800	68	89	315	188	110	336	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	765	88	176	800	68	89	315	188	110	336	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	224	765	88	194	800	68	98	315	188	121	336	59

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.70	0.30
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2339	411

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.06	0.07	0.19	0.05	0.04	0.11	0.14	0.04	0.14	0.14
Crit Vol:	112			267			188		61			
Crit Moves:	****			****			****		****			

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	199	374	88	40	210	223	56	43	76	143	60	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	374	88	40	210	223	56	43	76	143	60	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	374	88	40	210	223	56	43	76	143	60	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	374	88	40	210	0	56	43	76	143	60	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	374	88	40	210	0	56	43	76	143	60	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	374	88	40	210	0	56	43	76	143	60	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	0.57	0.43	1.00	1.00	0.50	0.50
Final Sat.:	1425	2307	543	1425	1425	1425	806	619	1425	1425	713	713

Capacity Analysis Module:

Vol/Sat:	0.14	0.16	0.16	0.03	0.15	0.00	0.07	0.07	0.05	0.10	0.08	0.08
Crit Vol:	199			210			99			143		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C [16.0]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

Volume Module:

Base Vol:	0	392	93	105	373	0	0	0	0	75	0	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	392	93	105	373	0	0	0	0	75	0	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	392	93	105	373	0	0	0	0	75	0	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	392	93	105	373	0	0	0	0	75	0	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	392	93	105	373	0	0	0	0	75	0	223

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	485	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	xxxx	392
Potent Cap.:	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx	xxxx	xxxx	xxxxx	281	xxxx	661
Move Cap.:	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx	xxxx	xxxx	xxxxx	259	xxxx	661
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.34

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	1.5			
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.4	xxxx	13.2			
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			16.0					
ApproachLOS:	*			*			*			C					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[12.3]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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	153	0	0	0	0	281	30	105	200	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	153	0	0	0	0	281	30	105	200	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	153	0	0	0	0	281	30	105	200	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:	22	0	153	0	0	0	0	281	30	105	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	153	0	0	0	0	281	30	105	200	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	706	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	311	xxxx	xxxxx
Potent Cap.:	405	xxxx	748	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx
Move Cap.:	378	xxxx	748	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	666	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Shrd ConDel:	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	12.3		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx						
ApproachLOS:	B		*		*		*		*						

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: C [17.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp (4.1, 6.4, 6.2) and FollowUpTim (2.2, 3.5, 3.3).

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol (362, 557, 217), Potent Cap. (1208, 495, 828), Move Cap. (1208, 450, 828), and Volume/Cap (0.11, 0.56, 0.49).

Level of Service Module:

Table with 13 columns. Rows include 2Way95thQ (0.4, 3.4, 2.7), Control Del (8.3, 22.8, 13.5), LOS by Move (A, C, B), Movement (LT-LTR-RT), Shared Cap., SharedQueue, Shrd ConDel (8.3), Shared LOS (A), ApproachDel (17.0), and ApproachLOS (C).

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: D[33.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 1 0).

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, and FollowUpTim.

Capacity Module table with 13 columns and 4 rows. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 10 rows. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 No Project Conditions - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity and critical volume/moves.

APPENDIX A
YEAR 2025 PLUS PROJECT (WITH DOMINGUEZ ROAD)
LOS WORKSHEETS

DRAFT

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows. Rows include Vol/Sat, Crit Vol, Crit Moves, and asterisks indicating critical values.

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	0	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	22	9	8	360	7	214	177	943	13	5	1036	669
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	9	8	360	7	214	177	943	13	5	1036	669
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	9	8	360	7	214	177	943	13	5	1036	669
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	22	9	8	360	7	214	177	943	13	5	1036	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	9	8	360	7	214	177	943	13	5	1036	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	22	9	8	396	7	214	177	943	13	5	1036	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.97	0.03	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	728	647	2702	48	1375	1375	2713	37	1375	2750	1375

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.01	0.01	0.15	0.15	0.16	0.13	0.35	0.35	0.00	0.38	0.00
Crit Vol:	22			214	177					518		
Crit Moves:	****			****	****					****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	2	0	1	1

Volume Module:

Base Vol:	0	0	0	237	2	398	0	869	445	367	1311	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	237	2	398	0	869	445	367	1311	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	237	2	398	0	869	445	367	1311	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	237	2	398	0	869	445	367	1311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	2	398	0	869	445	367	1311	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	237	2	398	0	869	445	367	1311	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	7	1418	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.28	0.28	0.00	0.30	0.31	0.26	0.46	0.00
Crit Vol:				400			445			367		
Crit Moves:				****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.028
Loss Time (sec):      6 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1! 0 1      0 0 0 0 0      1 0 2 0 0      0 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      629 3 834      0 0 0      352 754 0      0 1049 102
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    629 3 834      0 0 0      352 754 0      0 1049 102
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:    0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:    629 3 834      0 0 0      352 754 0      0 1049 102
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    629 3 834      0 0 0      352 754 0      0 1049 102
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:    629 3 834      0 0 0      352 754 0      0 1049 102
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    692 3 917      0 0 0      352 754 0      0 1049 102
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.29 0.01 1.70 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.82 0.18
Final Sat.:    1835 8 2432      0 0 0      1425 2850 0      0 2597 253
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.38 0.38 0.38 0.00 0.00 0.00 0.25 0.26 0.00 0.00 0.40 0.40
Crit Vol:      537      0      352      576
Crit Moves:      ****      ****      ****
*****

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Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Dominguez Road/Pacific Street
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.583
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      58 189 86 31 39 117 140 328 68 123 522 120
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  58 189 86 31 39 117 140 328 68 123 522 120
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  58 189 86 31 39 117 140 328 68 123 522 120
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  58 189 86 31 39 117 140 328 68 123 522 120
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  58 189 86 31 39 117 140 328 68 123 522 120
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  58 189 86 31 39 117 140 328 68 123 522 120
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 1.37 0.63 1.00 1.00 1.00 1.00 0.83 0.17 1.00 1.00 1.00
Final Sat.:  1425 1959 891 1425 1425 1425 1425 1180 245 1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.10 0.10 0.02 0.03 0.08 0.10 0.28 0.28 0.09 0.37 0.08
Crit Vol:      138      31      140      522
Crit Moves:    ****      ****      ****      ****
*****

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Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 19.0 Worst Case Level Of Service: F[50.6]

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	0	1	0	1	0		

Volume Module:

Base Vol:	168	132	34	17	354	33	62	72	76	158	120	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	132	34	17	354	33	62	72	76	158	120	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	132	34	17	354	33	62	72	76	158	120	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	132	34	17	354	33	62	72	76	158	120	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	168	132	34	17	354	33	62	72	76	158	120	35

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	387	xxxx	xxxxxx	166	xxxx	xxxxxx	866	907	194	715	889	66
Potent Cap.:	1183	xxxx	xxxxxx	1424	xxxx	xxxxxx	250	278	822	322	285	991
Move Cap.:	1183	xxxx	xxxxxx	1424	xxxx	xxxxxx	131	236	822	198	241	991
Volume/Cap:	0.14	xxxx	xxxx	0.01	xxxx	xxxx	0.47	0.31	0.09	0.80	0.50	0.04

Level of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	0.0	xxxx	xxxxxx	2.1	xxxx	xxxxxx	5.6	xxxx	xxxxxx			
Control Del:	8.5	xxxx	xxxxxx	7.6	xxxx	xxxxxx	54.8	xxxx	xxxxxx	70.2	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	372	xxxx	xxxx	291			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1.9	xxxxxx	xxxx	2.9			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	20.9	xxxxxx	xxxx	30.7			
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	D			
ApproachDel:	xxxxxxx			xxxxxxx			30.9			50.6					
ApproachLOS:	*			*			D			F					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	0	1	1

Volume Module:

Base Vol:	283	620	266	41	1093	297	90	173	97	319	298	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	620	266	41	1093	297	90	173	97	319	298	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	620	266	41	1093	297	90	173	97	319	298	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	620	266	41	1093	297	90	173	97	319	298	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	620	266	41	1093	297	90	173	97	319	298	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	283	620	266	41	1093	297	90	173	97	319	298	55

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.21	0.23	0.19	0.03	0.40	0.22	0.07	0.13	0.07	0.23	0.22	0.04
Crit Vol:	283			547			173			319		
Crit Moves:	****			****			****			****		

Rocklin Crossings
 2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	826	107	182	1288	0	0	0	58	275	0	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	826	107	182	1288	0	0	0	58	275	0	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	826	107	182	1288	0	0	0	58	275	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	826	107	182	1288	0	0	0	58	275	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	826	107	182	1288	0	0	0	58	275	0	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	826	107	182	1288	0	0	0	58	275	0	262

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.66	0.34	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3785	490	1425	4275	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.13	0.30	0.00	0.00	0.00	0.04	0.19	0.00	0.18
Crit Vol:	311			182			58			275		
Crit Moves:	****			****			****			****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1

Volume Module:
Base Vol: 230 855 52 135 1237 176 118 15 40 110 28 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 230 855 52 135 1237 176 118 15 40 110 28 59
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 230 855 52 135 1237 176 118 15 40 110 28 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 230 855 52 135 1237 176 118 15 40 110 28 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 855 52 135 1237 176 118 15 40 110 28 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 230 855 52 135 1237 176 118 15 44 110 28 59

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.83 0.17 1.00 2.63 0.37 1.00 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1375 3889 236 1375 3611 514 1375 1375 2750 1375 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.17 0.22 0.22 0.10 0.34 0.34 0.09 0.01 0.02 0.08 0.02 0.04
Crit Vol: 230 471 118 59
Crit Moves: **** **** **** ****

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	34	978	241	0	1387	96	16	0	31	837	5	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	978	241	0	1387	96	16	0	31	837	5	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	978	241	0	1387	96	16	0	31	837	5	211
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	978	0	0	1387	96	16	0	31	837	5	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	978	0	0	1387	96	16	0	31	837	5	211
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	34	978	0	0	1387	96	16	0	34	921	5	232

Saturation Flow Module:	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:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.04	1.96
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	60	2790

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.23	0.00	0.00	0.32	0.07	0.01	0.00	0.01	0.32	0.08	0.08
Crit Vol:	34			462			17		460			
Crit Moves:	****			****			****		****	****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Split Phase Split Phase
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 4 0 1 2 0 2 0 1 2 0 2 0 1 1 0 0 0 1

Volume Module:
Base Vol: 0 1161 128 117 1381 392 366 190 286 61 0 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1161 128 117 1381 392 366 190 286 61 0 101
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 -36
Initial Fut: 0 1161 128 117 1381 392 366 190 286 61 0 65
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1161 128 117 1381 0 366 190 286 61 0 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1161 128 117 1381 0 366 190 286 61 0 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 1161 128 129 1381 0 403 190 286 61 0 65

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 4.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 1.00 0.00 1.00
Final Sat.: 0 5700 1425 2850 2850 1425 2850 2850 1425 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.09 0.05 0.48 0.00 0.14 0.07 0.20 0.04 0.00 0.05
Crit Vol: 290 691 286 65
Crit Moves: **** **** ****

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	1	0	1	2	0	1

Volume Module:

Base Vol:	204	1137	59	123	1577	21	38	32	53	142	87	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1137	59	123	1577	21	38	32	53	142	87	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1137	59	123	1577	21	38	32	53	142	87	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1137	59	123	1577	21	38	32	53	142	87	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1137	59	123	1577	21	38	32	53	142	87	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	224	1137	59	123	1577	21	42	32	53	156	87	31

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	1375	4125	1375	2750	1375	1375	2750	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.08	0.28	0.04	0.09	0.38	0.02	0.02	0.02	0.04	0.06	0.06	0.02
Crit Vol:	112			526			53	78				
Crit Moves:	****			****			****	****				

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	557	906	52	157	1056	237	253	191	315	93	497	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	906	52	157	1056	237	253	191	315	93	497	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	557	906	52	157	1056	237	253	191	315	93	497	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	906	52	157	1056	237	253	191	315	93	497	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	906	52	157	1056	237	253	191	315	93	497	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	613	906	52	173	1056	237	278	191	315	102	497	260

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.31	0.69
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1805	945

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.04	0.06	0.26	0.17	0.10	0.07	0.23	0.04	0.28	0.28
Crit Vol:	306			352			139			379		
Crit Moves:	****			****			****			****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 6 341 111 665 506 5 11 70 22 82 15 575
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 341 111 665 506 5 11 70 22 82 15 575
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 341 111 665 506 5 11 70 22 82 15 575
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 341 111 665 506 5 11 70 22 82 15 575
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 341 111 665 506 5 11 70 22 82 15 575
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 341 111 665 506 5 11 70 22 82 15 575

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.75 0.25 1.00 0.99 0.01 0.11 0.68 0.21 0.85 0.15 1.00
Final Sat.: 1500 1132 368 1500 1485 15 160 1019 320 1268 232 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.30 0.30 0.44 0.34 0.34 0.07 0.07 0.07 0.06 0.06 0.38
Crit Vol: 452 665 11 575
Crit Moves: **** **

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	180	527	48	16	276	633	212	54	156	32	83	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	527	48	16	276	633	212	54	156	32	83	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	527	48	16	276	633	212	54	156	32	83	34
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	527	48	16	276	0	212	54	156	32	83	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	527	48	16	276	0	212	54	156	32	83	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	527	48	16	276	0	212	54	156	32	83	34

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.00	1.00	0.80	0.20	1.00	1.00	0.71	0.29
Final Sat.:	1425	2612	238	1425	1425	1425	1136	289	1425	1425	1011	414

Capacity Analysis Module:

Vol/Sat:	0.13	0.20	0.20	0.01	0.19	0.00	0.19	0.19	0.11	0.02	0.08	0.08
Crit Vol:	180					276					212	117
Crit Moves:	****						****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: D[29.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	415	136	102	358	0	0	0	0	194	0	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	415	136	102	358	0	0	0	0	194	0	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	415	136	102	358	0	0	0	0	194	0	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	415	136	102	358	0	0	0	0	194	0	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	415	136	102	358	0	0	0	0	194	0	341

Critical Gap Module:

Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	6.4	xxxxx	6.2
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	3.5	xxxxx	3.3

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	551	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	977	xxxxx	415
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1029	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	281	xxxxx	642
Move Cap.:	xxxxx	xxxxx	xxxxxx	1029	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	258	xxxxx	642
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.10	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.75	xxxxx	0.53

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	5.4	xxxxx	3.1
Control Del:xxxxx	xxxxx	xxxxx	xxxxxx	8.9	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	51.7	xxxxx	16.8
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	C
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxxx	8.9	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			29.4		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 28.8 Worst Case Level Of Service: F[82.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 82.4 Worst Case Level Of Service: F[316.9]

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Lanes:	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	514	88	0	0	145	273	166	0	169	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	514	88	0	0	145	273	166	0	169	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	514	88	0	0	145	273	166	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	514	88	0	0	145	273	166	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	514	88	0	0	145	273	166	0	169	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	418	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1398	xxxx	282	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1152	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	157	xxxx	762	xxxxxx	xxxx	xxxxxx
Move Cap.:	1152	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	78	xxxx	762	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.45	xxxx	xxxx	xxxxxx	xxxx	xxxx	2.12	xxxx	0.22	xxxxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	2.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	15.1	xxxx	0.8	xxxxxx	xxxx	xxxxxx			
Control Del:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	628.4	xxxx	11.1	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	2.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			316.9			xxxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings

2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1!	0	0	1!

Volume Module:

Base Vol:	5	590	18	231	898	65	9	16	4	65	31	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	590	18	231	898	65	9	16	4	65	31	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	590	18	231	898	65	9	16	4	65	31	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	590	18	231	898	65	9	16	4	65	31	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	590	18	231	898	65	9	16	4	65	31	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	590	18	231	898	65	9	16	4	65	31	355

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.87	0.13	0.31	0.55	0.14	0.14	0.07	0.79
Final Sat.:	1425	2766	84	1425	2658	192	442	786	197	205	98	1122

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.21	0.16	0.34	0.34	0.02	0.02	0.02	0.32	0.32	0.32
Crit Vol:	304			231			9			451		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 38.9 Worst Case Level Of Service: F[283.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1 1 0).

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	311	363	76	129	547	0	275	148	292	172	258	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	363	76	129	547	0	275	148	292	172	258	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	363	76	129	547	0	275	148	292	172	258	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	363	76	129	547	0	275	148	292	172	258	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	363	76	129	547	0	275	148	292	172	258	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	311	363	76	129	547	0	275	148	292	172	258	214

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1375	2274	476	1375	2750	0	1375	1375	1375	1375	752	623

Capacity Analysis Module:

Vol/Sat:	0.23	0.16	0.16	0.09	0.20	0.00	0.20	0.11	0.21	0.13	0.34	0.34
Crit Vol:	311			274			275			472		
Crit Moves:	****			****			****			****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	1	0

Volume Module:

Base Vol:	64	428	467	100	507	29	89	281	69	556	196	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	428	467	100	507	29	89	281	69	556	196	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	428	467	100	507	29	89	281	69	556	196	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	428	467	100	507	29	89	281	69	556	196	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	428	467	100	507	29	89	281	69	556	196	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	64	428	467	100	507	29	89	281	69	612	196	181

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.61	0.39	1.51	0.49	1.00
Final Sat.:	1375	2750	1375	1375	2601	149	1375	2208	542	2083	667	1375

Capacity Analysis Module:

Vol/Sat:	0.05	0.16	0.34	0.07	0.19	0.19	0.06	0.13	0.13	0.29	0.29	0.13
Crit Vol:	467			100			175			404		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	0	1	0	1	1	0	2

Volume Module:

Base Vol:	26	13	33	554	14	487	404	1170	32	33	933	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	13	33	554	14	487	404	1170	32	33	933	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	13	33	554	14	487	404	1170	32	33	933	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	26	13	33	554	14	487	404	1170	32	33	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	13	33	554	14	487	404	1170	32	33	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	26	13	33	609	14	487	404	1170	32	33	933	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.96	0.04	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	389	986	2688	62	1375	1375	2677	73	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.23	0.23	0.35	0.29	0.44	0.44	0.02	0.34	0.00
Crit Vol:			46			487		404			467	
Crit Moves:			****			****		****			****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 1.175
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	2	0	1	1

Volume Module:

Base Vol:	0	0	0	100	3	383	0	1071	690	598	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	3	383	0	1071	690	598	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	3	383	0	1071	690	598	1184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	3	383	0	1071	690	598	1184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	3	383	0	1071	690	598	1184	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	100	3	383	0	1071	690	598	1184	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	11	1414	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.27	0.27	0.00	0.38	0.48	0.42	0.42	0.00
Crit Vol:				386			690			598		
Crit Moves:				****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.016
Loss Time (sec):      6 (Y+R=4.0 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Protected      Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0   0   0         0   0   0         0   0   0         0   0   0
Lanes:                1  0  1! 0  1     0  0  0  0  0     1  0  2  0  0     0  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             533   1   631     0   0   0         324  847   0         0 1249  145
Growth Adj:           1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:          533   1   631     0   0   0         324  847   0         0 1249  145
Added Vol:            0   0   0         0   0   0         0   0   0         0   0   0
PasserByVol:          0   0   0         0   0   0         0   0   0         0   0   0
Initial Fut:          533   1   631     0   0   0         324  847   0         0 1249  145
User Adj:             1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:           533   1   631     0   0   0         324  847   0         0 1249  145
Reduct Vol:           0   0   0         0   0   0         0   0   0         0   0   0
Reduced Vol:          533   1   631     0   0   0         324  847   0         0 1249  145
PCE Adj:              1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.10   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Final Vol.:           586   1   694     0   0   0         324  847   0         0 1249  145
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425   1425 1425  1425   1425 1425  1425   1425 1425  1425
Adjustment:           1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:                1.37 0.01  1.62   0.00 0.00  0.00   1.00 2.00  0.00   0.00 1.79  0.21
Final Sat.:           1956  3  2316     0   0   0         1425 2850   0         0 2554  296
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.30 0.30  0.30   0.00 0.00  0.00   0.23 0.30  0.00   0.00 0.49  0.49
Crit Vol:              427          0         324          697
Crit Moves:           ****          ****          ****
*****

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Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	68	76	111	59	189	224	79	714	95	72	498	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	76	111	59	189	224	79	714	95	72	498	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	76	111	59	189	224	79	714	95	72	498	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	76	111	59	189	224	79	714	95	72	498	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	76	111	59	189	224	79	714	95	72	498	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	76	111	59	189	224	79	714	95	72	498	29

Saturation Flow Module:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	1258	167	1425	1425	1425

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.05	0.08	0.04	0.13	0.16	0.06	0.57	0.57	0.05	0.35	0.02
Crit Vol:	68			224			809			72		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	48	450	208	84	296	67	47	185	155	148	115	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	450	208	84	296	67	47	185	155	148	115	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	450	208	84	296	67	47	185	155	148	115	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	450	208	84	296	67	47	185	155	148	115	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	48	450	208	84	296	67	47	185	155	148	115	51

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	363	xxxx	xxxxx	658	xxxx	xxxxx	876	1252	182	955	1077	225
Potent Cap.:	1207	xxxx	xxxxx	939	xxxx	xxxxx	246	174	836	216	221	784
Move Cap.:	1207	xxxx	xxxxx	939	xxxx	xxxxx	111	152	836	0	193	784
Volume/Cap:	0.04	xxxx	xxxx	0.09	xxxx	xxxx	0.42	1.22	0.19	xxxx	0.60	0.07

Level of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	8.1	xxxx	xxxxx	9.2	xxxx	xxxxx	59.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	F	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	243	xxxx	xxxx	251			
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	18.9	xxxxxx	xxxx	4.2			
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	242.7	xxxxxx	xxxx	43.4			
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	E			
ApproachDel:	xxxxxxx			xxxxxxx			220.4			xxxxxxx					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1

Volume Module:

Base Vol: 167 1205 345 35 835 149 301 377 218 372 267 57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 167 1205 345 35 835 149 301 377 218 372 267 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 167 1205 345 35 835 149 301 377 218 372 267 57
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 167 1205 345 35 835 149 301 377 218 372 267 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 167 1205 345 35 835 149 301 377 218 372 267 57
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 167 1205 345 35 835 149 301 377 218 372 267 57

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 1375 1375 1375

Capacity Analysis Module:

Vol/Sat: 0.12 0.44 0.25 0.03 0.30 0.11 0.22 0.27 0.16 0.27 0.19 0.04
Crit Vol: 603 35 377 372
Crit Moves: ****

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1177	315	307	1068	0	0	0	87	197	0	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1177	315	307	1068	0	0	0	87	197	0	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1177	315	307	1068	0	0	0	87	197	0	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1177	315	307	1068	0	0	0	87	197	0	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1177	315	307	1068	0	0	0	87	197	0	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1177	315	307	1068	0	0	0	87	197	0	278

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3372	903	1425	4275	0	0	0	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.22	0.25	0.00	0.00	0.00	0.06	0.14	0.00	0.20
Crit Vol:			497	307					87	197		
Crit Moves:			****	****					****	****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	125	1111	49	99	1076	181	334	26	221	89	20	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1111	49	99	1076	181	334	26	221	89	20	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1111	49	99	1076	181	334	26	221	89	20	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1111	49	99	1076	181	334	26	221	89	20	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1111	49	99	1076	181	334	26	221	89	20	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	125	1111	49	99	1076	181	334	26	243	89	20	57

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.57	0.43	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	3951	174	1375	3531	594	1375	1375	2750	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.09	0.28	0.28	0.07	0.30	0.30	0.24	0.02	0.09	0.06	0.01	0.04
Crit Vol:	125			419			334					57
Crit Moves:	****			****			****					****

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	1

Volume Module:

Base Vol:	55	1103	356	0	1315	61	84	0	150	715	13	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1103	356	0	1315	61	84	0	150	715	13	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1103	356	0	1315	61	84	0	150	715	13	113
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1103	0	0	1315	61	84	0	150	715	13	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1103	0	0	1315	61	84	0	150	715	13	113
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	55	1103	0	0	1315	61	84	0	165	787	13	124

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.19	1.81
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	270	2580

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.00	0.00	0.31	0.04	0.06	0.00	0.06	0.28	0.05	0.05
Crit Vol:	55			438		84			393			
Crit Moves:	****			****		****			****			

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	0	1	2	0	2	0	1	2	0	2	0	1	1	0	0	0	1

Volume Module:

Base Vol:	0	1587	221	193	1168	558	265	240	78	277	0	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1587	221	193	1168	558	265	240	78	277	0	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	-169
Initial Fut:	0	1587	221	193	1168	558	265	240	78	277	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1587	221	193	1168	0	265	240	78	277	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	221	193	1168	0	265	240	78	277	0	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1587	221	212	1168	0	292	240	78	277	0	320

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5700	1425	2850	2850	1425	2850	2850	1425	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.16	0.07	0.41	0.00	0.10	0.08	0.05	0.19	0.00	0.22
Crit Vol:	397			584			146			320		
Crit Moves:				****			****			****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 121 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 1 0 3 0 1 2 0 1 0 1 2 0 1 0 1

Volume Module:

Base Vol: 107 1533 99 208 1240 55 180 62 229 420 153 49
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 107 1533 99 208 1240 55 180 62 229 420 153 49
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 107 1533 99 208 1240 55 180 62 229 420 153 49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 107 1533 99 208 1240 55 180 62 229 420 153 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 1533 99 208 1240 55 180 62 229 420 153 49
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 118 1533 99 208 1240 55 198 62 229 462 153 49

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 1375 4125 1375 2750 1375 1375 2750 1375 1375

Capacity Analysis Module:

Vol/Sat: 0.04 0.37 0.07 0.15 0.30 0.04 0.07 0.05 0.17 0.17 0.11 0.04
Crit Vol: 511 208 229 231
Crit Moves: **** **

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	300	1323	135	366	1329	166	300	487	403	75	280	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1323	135	366	1329	166	300	487	403	75	280	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1323	135	366	1329	166	300	487	403	75	280	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1323	135	366	1329	166	300	487	403	75	280	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1323	135	366	1329	166	300	487	403	75	280	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	330	1323	135	403	1329	166	330	487	403	83	280	132

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.36	0.64
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1869	881

Capacity Analysis Module:

Vol/Sat:	0.12	0.32	0.10	0.15	0.32	0.12	0.12	0.18	0.29	0.03	0.15	0.15
Crit Vol:	441			201			403			41		
Crit Moves:	****			****			****			****		

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.216
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	8	590	110	460	535	11	8	11	9	88	12	656
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	590	110	460	535	11	8	11	9	88	12	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	590	110	460	535	11	8	11	9	88	12	656
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	590	110	460	535	11	8	11	9	88	12	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	590	110	460	535	11	8	11	9	88	12	656
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	590	110	460	535	11	8	11	9	88	12	656

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	0.98	0.02	0.29	0.39	0.32	0.88	0.12	1.00
Final Sat.:	1500	1264	236	1500	1470	30	429	589	482	1320	180	1500

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.47	0.31	0.36	0.36	0.02	0.02	0.02	0.07	0.07	0.44
Crit Vol:	700			460			8			656		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.499
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Ignore      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      1 0 1 0 1      0 1 0 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      170 484 195      30 247 427      88 46 130      160 52 50
Growth Adj:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    170 484 195      30 247 427      88 46 130      160 52 50
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:    0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:    170 484 195      30 247 427      88 46 130      160 52 50
User Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    170 484 195      30 247 0      88 46 130      160 52 50
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:    170 484 195      30 247 0      88 46 130      160 52 50
PCE Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00
Final Vol.:    170 484 195      30 247 0      88 46 130      160 52 50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 1.43 0.57      1.00 1.00 1.00      0.66 0.34 1.00      1.00 0.51 0.49
Final Sat.:    1425 2032 818      1425 1425 1425      936 489 1425      1425 726 699
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.12 0.24 0.24      0.02 0.17 0.00      0.09 0.09 0.09      0.11 0.07 0.07
Crit Vol:      170          247          134          160
Crit Moves:    ****          ****          ****          ****
*****

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Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: D[25.3]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

Volume Module:

Base Vol:	0	539	103	117	357	0	0	0	0	98	0	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	539	103	117	357	0	0	0	0	98	0	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	539	103	117	357	0	0	0	0	98	0	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	539	103	117	357	0	0	0	0	98	0	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	539	103	117	357	0	0	0	0	98	0	338

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	642	xxxx	xxxxx	xxxx	xxxx	xxxxx	1130	xxxx	539
Potent Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	xxxx	546
Move Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	546
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	0.62

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	4.2			
Control Del:xxxxx	xxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	37.8	xxxx	21.7			
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	C			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			25.3					
ApproachLOS:	*			*			*			D					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 15.1 Worst Case Level Of Service: F[64.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	0 1 0	0	1	0 0 0

Volume Module:

Base Vol:	139	0	122	0	0	0	0	348	221	200	213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	122	0	0	0	0	348	221	200	213	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	122	0	0	0	0	348	221	200	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	0	122	0	0	0	0	348	221	200	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	139	0	122	0	0	0	0	348	221	200	213	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1071	xxxx	459	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	569	xxxx	xxxxxx
Potent Cap.:	246	xxxx	607	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1013	xxxx	xxxxxx
Move Cap.:	204	xxxx	607	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1013	xxxx	xxxxxx
Volume/Cap:	0.68	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.7	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	296	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	7.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.7	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	64.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	A	*	*
ApproachDel:	64.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 17.7 Worst Case Level Of Service: D[28.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module:

Table with 13 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns. Rows include Critical Gp (4.1, 6.4, 6.2) and FollowUpTim (2.2, 3.5, 3.3).

Capacity Module:

Table with 13 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings

2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1!	0	0	1!

Volume Module:

Base Vol:	2	1053	72	360	786	10	51	29	4	15	5	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1053	72	360	786	10	51	29	4	15	5	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1053	72	360	786	10	51	29	4	15	5	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1053	72	360	786	10	51	29	4	15	5	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1053	72	360	786	10	51	29	4	15	5	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	1053	72	360	786	10	51	29	4	15	5	228

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.97	0.03	0.61	0.34	0.05	0.06	0.02	0.92
Final Sat.:	1425	2668	182	1425	2814	36	865	492	68	86	29	1310

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.25	0.28	0.28	0.06	0.06	0.06	0.17	0.17	0.17
Crit Vol:	563			360			51			248		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 74.3 Worst Case Level Of Service: F[829.8]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	1222	116	257	768	0	0	0	0	0	54	0	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1222	116	257	768	0	0	0	0	0	54	0	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1222	116	257	768	0	0	0	0	0	54	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1222	116	257	768	0	0	0	0	0	54	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1222	116	257	768	0	0	0	0	0	54	0	172

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1338	xxxx	xxxxx	xxxx	xxxx	xxxxx	2178	xxxx	669
Potent Cap.:	xxxx	xxxx	xxxxx	522	xxxx	xxxxx	xxxx	xxxx	xxxxx	40	xxxx	405
Move Cap.:	xxxx	xxxx	xxxxx	522	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	xxxx	405
Volume/Cap:	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx	2.18	xxxx	0.42

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	87	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.4	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	830	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			829.8					
ApproachLOS:	*			*			*			F					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	347	414	199	95	296	0	130	209	266	100	132	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	414	199	95	296	0	130	209	266	100	132	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	414	199	95	296	0	130	209	266	100	132	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	414	199	95	296	0	130	209	266	100	132	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	414	199	95	296	0	130	209	266	100	132	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	347	414	199	95	296	0	130	209	266	100	132	78

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	2.00	0.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1375	1857	893	1375	2750	0	1375	1375	1375	1375	864	511

Capacity Analysis Module:

Vol/Sat:	0.25	0.22	0.22	0.07	0.11	0.00	0.09	0.15	0.19	0.07	0.15	0.15
Crit Vol:	347			148			266		100			
Crit Moves:	****			****			****		****			

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume data 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 13 columns and 4 rows: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows: Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	2	0	1	1

Volume Module:

Base Vol:	0	0	0	579	2	518	0	976	96	150	416	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	579	2	518	0	976	96	150	416	0
Added Vol:	0	0	0	0	0	11	0	42	0	88	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	579	2	529	0	1018	96	238	444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	579	2	529	0	1018	96	238	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	579	2	529	0	1018	96	238	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	579	2	529	0	1018	96	238	444	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	5	1420	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.41	0.37	0.37	0.00	0.36	0.07	0.17	0.16	0.00
Crit Vol:	0			579			509			238		
Crit Moves:				****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	13	34	17	7	41	35	38	509	37	39	265	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	34	17	7	41	35	38	509	37	39	265	6
Added Vol:	3	4	0	10	2	0	0	0	3	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	38	17	17	43	35	38	509	40	39	265	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	38	17	17	43	35	38	509	40	39	265	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	38	17	17	43	35	38	509	40	39	265	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	38	17	17	43	35	38	509	40	39	265	13

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.10	0.90	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1425	1969	881	1425	1571	1279	1425	1321	104	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.01	0.03	0.03	0.03	0.39	0.39	0.03	0.19	0.01
Crit Vol:	16			39			549			39		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 15.2 Worst Case Level Of Service: F[81.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (1 0 2 0 1).

Volume Module: Table with 13 columns for traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol., Critical Gap Module, Critical Gp, and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 13 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Lanes.

Volume Module table with 12 columns and 14 rows: 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: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors: 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 13 columns representing saturation flow factors: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
 2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Sierra College Boulevard/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	1

Volume Module:

Base Vol:	115	973	204	0	987	103	140	0	255	430	17	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	973	204	0	987	103	140	0	255	430	17	74
Added Vol:	0	211	363	0	237	0	0	0	0	95	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1184	567	0	1224	103	140	0	255	525	17	74
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1184	0	0	1224	103	140	0	255	525	17	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1184	0	0	1224	103	140	0	255	525	17	74
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Final Vol.:	115	1184	0	0	1224	103	140	0	281	578	17	81

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.35	1.65
Final Sat.:	1425	4275	1425	0	4275	1425	1425	0	2850	2850	492	2358

Capacity Analysis Module:

Vol/Sat:	0.08	0.28	0.00	0.00	0.29	0.07	0.10	0.00	0.10	0.20	0.03	0.03
Crit Vol:	115			408			140		289			
Crit Moves:	****			****			****		****		****	

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Sierra College Boulevard/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with 13 columns (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.) and 13 rows of data.

Saturation Flow Module: Table with 13 columns (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns (Vol/Sat, Crit Vol, Crit Moves) and 3 rows of data.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	199	374	88	40	210	223	56	43	76	143	60	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	374	88	40	210	223	56	43	76	143	60	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	374	88	40	210	223	56	43	76	143	60	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	374	88	40	210	0	56	43	76	143	60	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	374	88	40	210	0	56	43	76	143	60	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	374	88	40	210	0	56	43	76	143	60	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	0.57	0.43	1.00	1.00	0.50	0.50
Final Sat.:	1425	2307	543	1425	1425	1425	806	619	1425	1425	713	713

Capacity Analysis Module:

Vol/Sat:	0.14	0.16	0.16	0.03	0.15	0.00	0.07	0.07	0.05	0.10	0.08	0.08
Crit Vol:	199			210			99			143		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: C [16.5]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

Volume Module:

Base Vol:	0	392	93	105	373	0	0	0	0	75	0	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	392	93	105	373	0	0	0	0	75	0	223
Added Vol:	0	0	0	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	392	93	105	373	0	0	0	0	84	0	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	392	93	105	373	0	0	0	0	84	0	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	392	93	105	373	0	0	0	0	84	0	223

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	485	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	xxxx	392
Potent Cap.:	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx	xxxx	xxxx	xxxxx	281	xxxx	661
Move Cap.:	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx	xxxx	xxxx	xxxxx	259	xxxx	661
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.34

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	1.5			
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.4	xxxx	13.2			
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			16.5					
ApproachLOS:	*			*			*			C					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with 13 columns representing different traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity-related metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: C [24.0]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Lanes:	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	133	74	0	0	72	290	253	0	406	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:	133	74	0	0	72	290	253	0	406	0	0	0
Added Vol:	71	0	0	0	0	6	6	0	66	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	74	0	0	72	296	259	0	472	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	74	0	0	72	296	259	0	472	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	204	74	0	0	72	296	259	0	472	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	368	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	702	xxxx	220	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1202	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	407	xxxx	825	xxxxxx	xxxx	xxxxxx
Move Cap.:	1202	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	347	xxxx	825	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.17	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.75	xxxx	0.57	xxxxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	5.8	xxxx	3.7	xxxxxx	xxxx	xxxxxx			
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	40.3	xxxx	15.0	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	E	*	C	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			24.0			xxxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1!	0	0	1!

Volume Module:

Base Vol:	6	529	35	286	680	7	5	29	8	38	13	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	529	35	286	680	7	5	29	8	38	13	122
Added Vol:	0	99	0	0	107	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	628	35	286	787	7	5	29	8	38	13	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	628	35	286	787	7	5	29	8	38	13	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	628	35	286	787	7	5	29	8	38	13	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	628	35	286	787	7	5	29	8	38	13	122

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.98	0.02	0.12	0.69	0.19	0.22	0.07	0.71
Final Sat.:	1425	2700	150	1425	2825	25	170	984	271	313	107	1005

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.23	0.20	0.28	0.28	0.03	0.03	0.03	0.12	0.12	0.12
Crit Vol:	332			286			5			173		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: E[47.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with 12 columns representing different traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity-related metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Taylor Road/King Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0), Lanes (1 0 1 1 0).

Volume Module:

Table with 13 columns for volume components: 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 13 columns for saturation flow: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis: Vol/Sat, Crit Vol, Crit Moves.

APPENDIX A
MITIGATED EXISTING PLUS APPROVED PLUS PROJECT
LOS WORKSHEETS

DRAFT

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	169	2	270	0	744	503	0	1049	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	169	2	270	0	744	503	0	1049	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	2	270	0	744	503	0	1049	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	185	2	296	0	816	552	0	1150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	2	296	0	816	552	0	1150	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	185	2	296	0	816	552	0	1150	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1425	10	1415	0	2850	1425	0	2850	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.21	0.21	0.00	0.29	0.39	0.00	0.40	0.00
Crit Vol:	0			298			408			575		
Crit Moves:				****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

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 representing traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

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 representing different traffic directions. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.804
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        74          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        1  0  1!  0  1      0  0  0  0  0      1  0  2  0  0      0  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      637  2  810      0  0  0      229  685  0      0  412  59
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    637  2  810      0  0  0      229  685  0      0  412  59
Added Vol:      0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:    0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    637  2  810      0  0  0      229  685  0      0  412  59
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:      0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87 0.87  0.87 0.87  0.87
PHF Volume:     733  2  932      0  0  0      264  788  0      0  474  68
Reduct Vol:      0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:    733  2  932      0  0  0      264  788  0      0  474  68
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Final Vol.:     806  2  1025      0  0  0      264  788  0      0  474  68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425 1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:        1.32 0.01  1.67  0.00 0.00  0.00  1.00 2.00 0.00  0.00 1.75  0.25
Final Sat.:    1880  5  2390      0  0  0      1425 2850  0      0  2493  357
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.43 0.43  0.43  0.00 0.00  0.00  0.18 0.28 0.00  0.00 0.19  0.19
Crit Vol:      611          0          264          271
Crit Moves:      ****          ****          ****
*****

```

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: E

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 13 columns for traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow and adjustments. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	148	0	263	0	0	0	242	916	0	0	504	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:	148	0	263	0	0	0	242	916	0	0	504	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	263	0	0	0	242	916	0	0	504	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	0	291	0	0	0	268	1014	0	0	558	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	0	291	0	0	0	268	1014	0	0	558	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	0	320	0	0	0	268	1014	0	0	558	302

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.08	xxxx	1.92	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	1539	0	2736	0	0	0	1425	2850	0	0	1849	1001

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.19	0.36	0.00	0.00	0.30	0.30
Crit Vol:	167				0		268				430	
Crit Moves:	****						****				****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	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:	3	44	15	0	43	7	8	1	4	17	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	287	157	23	469	174	73	172	71	189	233	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	171	315	173	25	515	191	80	189	78	208	256	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	315	173	25	515	191	80	189	78	208	256	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	171	315	173	25	515	191	80	189	78	228	256	34

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	1.46	0.54	1.00	1.00	1.00	2.00	0.88	0.12
Final Sat.:	1375	1778	972	1375	2006	744	1375	1375	1375	2750	1214	161

Capacity Analysis Module:

Vol/Sat:	0.12	0.18	0.18	0.02	0.26	0.26	0.06	0.14	0.06	0.08	0.21	0.21
Crit Vol:	171					353	80				290	
Crit Moves:	****					****	****				****	

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #7 Sierra College Boulevard/Taylor Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.791
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        82          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:          1  0  1  1  0      1  0  1  1  0      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:     9  116  50      0  117  16  17  4  11  48  4  0
PasserByVol:  0  0  0      0  0  0  0  0  0  0  0  0
Initial Fut:   129  667  303      26  458  125  169  309  108  255  270  36
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:       0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91 0.91  0.91 0.91  0.91
PHF Volume:    142  735  334      29  505  138  186  341  119  281  298  40
Reduct Vol:    0  0  0      0  0  0  0  0  0  0  0  0
Reduced Vol:   142  735  334      29  505  138  186  341  119  281  298  40
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.10 1.00  1.00
Final Vol.:    142  735  334      29  505  138  186  341  119  309  298  40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375  1375 1375 1375  1375 1375  1375
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:         1.00 1.38  0.62  1.00 1.57  0.43  1.00 1.00 1.00  2.00 0.88  0.12
Final Sat.:    1375 1891  859  1375 2160  590  1375 1375 1375  2750 1213  162
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.39  0.39  0.02 0.23  0.23  0.14 0.25  0.09  0.11 0.25  0.25
Crit Vol:      535  29  186  337
Crit Moves:    ****  ****  ****  ****
*****

```

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	2	0	1

Volume Module:

Base Vol:	28	324	69	29	267	60	25	220	28	83	202	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	324	69	29	267	60	25	220	28	83	202	24
Added Vol:	10	114	55	0	124	15	11	2	13	60	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	438	124	29	391	75	36	222	41	143	204	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	40	466	132	31	416	80	38	236	44	152	217	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	466	132	31	416	80	38	236	44	152	217	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	40	466	132	31	416	80	38	236	44	168	217	26

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.68	0.32	1.00	1.00	1.00	2.00	0.89	0.11
Final Sat.:	1375	2143	607	1375	2307	443	1375	1375	1375	2750	1230	145

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.22	0.02	0.18	0.18	0.03	0.17	0.03	0.06	0.18	0.18
Crit Vol:	299			31			236			84		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
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	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:	44	36	0	20	38	59	52	9	50	0	9	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	499	58	70	470	106	121	123	292	67	182	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	451	519	60	73	489	110	126	128	304	70	189	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	519	60	73	489	110	126	128	304	70	189	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	496	519	60	73	489	110	126	128	304	70	189	91

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:	2.00	1.79	0.21	1.00	1.63	0.37	1.00	2.00	1.00	1.00	0.67	0.33
Final Sat.:	2850	2553	297	1425	2326	524	1425	2850	1425	1425	961	464

Capacity Analysis Module:

Vol/Sat:	0.17	0.20	0.20	0.05	0.21	0.21	0.09	0.04	0.21	0.05	0.20	0.20
Crit Vol:	248					299	126			281		
Crit Moves:	****					****	****			****		

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Conditions - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: E

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 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 4 rows showing capacity analysis metrics like Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
Existing + Approved + Project Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 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 13 columns representing different traffic movements and 13 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 4 rows showing capacity analysis metrics like Vol/Sat, Crit Vol, etc.

APPENDIX A

**MITIGATED 2025 PLUS PROJECT WITHOUT DOMINGUEZ
LOS WORKSHEETS**

DRAFT

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

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 representing different traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.752
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:        0 0 0 0 0      1 0 0 1 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      110 3 419      0 1235 711      0 1299 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0      110 3 419      0 1235 711      0 1299 0
Added Vol:     0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:   0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:   0 0 0      110 3 419      0 1235 711      0 1299 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0      110 3 419      0 1235 711      0 1299 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 0 0      110 3 419      0 1235 711      0 1299 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 0 0      110 3 419      0 1235 711      0 1299 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 1.00 0.01 0.99 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:    0 0 0      1425 10 1415      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.08 0.30 0.30 0.00 0.43 0.50 0.00 0.46 0.00
Crit Vol:      0          422          618          650
Crit Moves:    ****          ****
*****
    
```

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.858
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        101          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:      0 0 0 0 0 1 0 0 1 0 0 0 2 0 1 0 0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 636 2 578 0 1172 99 0 501 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 636 2 578 0 1172 99 0 501 0
Added Vol:     0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 0 0 636 2 578 0 1172 99 0 501 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 636 2 578 0 1172 99 0 501 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 636 2 578 0 1172 99 0 501 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0 636 2 578 0 1172 99 0 501 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 1.00 0.01 0.99 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:   0 0 0 1425 5 1420 0 2850 1425 0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.45 0.41 0.41 0.00 0.41 0.07 0.00 0.18 0.00
Crit Vol:     0 636 586 0
Crit Moves:   **** **** ****
*****

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Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

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 13 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow components. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis components. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.845
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        93          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        1  0  1!  0  1      0  0  0  0  0      1  0  2  0  0      0  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      526  1  640      0  0  0      323 1022  0      0  773  134
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    526  1  640      0  0  0      323 1022  0      0  773  134
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    526  1  640      0  0  0      323 1022  0      0  773  134
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     526  1  640      0  0  0      323 1022  0      0  773  134
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   526  1  640      0  0  0      323 1022  0      0  773  134
PCE Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    579  1  704      0  0  0      323 1022  0      0  773  134
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.35 0.01  1.64  0.00 0.00  0.00  1.00 2.00  0.00  0.00 1.70  0.30
Final Sat.:    1927  3  2345      0  0  0      1425 2850  0      0  2429  421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.30 0.30  0.30  0.00 0.00  0.00  0.23 0.36  0.00  0.00 0.32  0.32
Crit Vol:      428          0          323          454
Crit Moves:    ****          ****          ****
*****
    
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Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 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 13 columns and 13 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 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity metrics like Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #7 Sierra College Boulevard/Taylor Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.917
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:      1  0  2  0  1      1  0  2  0  1      1  0  1  0  1      2  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      212 1198  340      28 846  153  313 388  286  377 275  46
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    212 1198  340      28 846  153  313 388  286  377 275  46
Added Vol:      0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:    0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    212 1198  340      28 846  153  313 388  286  377 275  46
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    212 1198  340      28 846  153  313 388  286  377 275  46
Reduct Vol:      0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:    212 1198  340      28 846  153  313 388  286  377 275  46
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    212 1198  340      28 846  153  313 388  286  415 275  46
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  2.00 0.86  0.14
Final Sat.:    1375 2750  1375  1375 2750  1375  1375 1375  1375  2750 1178  197
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.15 0.44  0.25  0.02 0.31  0.11  0.23 0.28  0.21  0.15 0.23  0.23
Crit Vol:      599      28      313      321
Crit Moves:      ****      ****      ****      ****
*****
    
```

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module: Table with 12 columns representing different traffic movements and 4 rows of saturation flow metrics.

Capacity Analysis Module: Table with 12 columns representing different traffic movements and 4 rows of capacity analysis metrics.

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

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 13 columns representing different traffic flows and 13 rows of volume-related metrics.

Saturation Flow Module table with 13 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 13 columns and 4 rows of capacity analysis data.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	346	1287	119	328	1241	193	363	538	465	64	300	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	1287	119	328	1241	193	363	538	465	64	300	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	1287	119	328	1241	193	363	538	465	64	300	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	1287	119	328	1241	193	363	538	465	64	300	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1287	119	328	1241	193	363	538	465	64	300	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	381	1287	119	361	1241	193	399	538	465	70	300	119

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	1969	781

Capacity Analysis Module:

Vol/Sat:	0.14	0.31	0.09	0.13	0.30	0.14	0.15	0.20	0.34	0.03	0.15	0.15
Crit Vol:	429			180			200			210		
Crit Moves:	***			***			***			***		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	236	743	78	154	742	68	120	348	216	94	360	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	743	78	154	742	68	120	348	216	94	360	48
Added Vol:	0	119	0	72	110	138	149	0	0	0	0	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	862	78	226	852	206	269	348	216	94	360	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	862	78	226	852	206	269	348	216	94	360	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	862	78	226	852	206	269	348	216	94	360	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	260	862	78	249	852	206	296	348	216	103	360	125

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.48	0.52
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2041	709

Capacity Analysis Module:

Vol/Sat:	0.09	0.21	0.06	0.09	0.21	0.15	0.11	0.13	0.16	0.04	0.18	0.18
Crit Vol:	130			284			148			243		
Crit Moves:	****			****			****			****		

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #14 Taylor Road/Horseshoe Bar Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.910
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      Permitted      Permitted
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      1  0  0  1  0      0  0  1!  0  0      0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      6  339  112  659  501  5  11  70  22  84  15  584
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   6  339  112  659  501  5  11  70  22  84  15  584
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:  0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:   6  339  112  659  501  5  11  70  22  84  15  584
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    6  339  112  659  501  5  11  70  22  84  15  584
Reduct Vol:   0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:  6  339  112  659  501  5  11  70  22  84  15  584
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   6  339  112  659  501  5  11  70  22  84  15  584
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 0.75  0.25  1.00 0.99  0.01  0.11 0.68  0.21  0.85 0.15  1.00
Final Sat.:  1425 1071  354  1425 1411  14  152  968  304  1209 216  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.32  0.32  0.46 0.36  0.36  0.07 0.07  0.07  0.07 0.07  0.41
Crit Vol:     451      659      103  84
Crit Moves:   ****      ****      ****  ****
*****
    
```

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #14 Taylor Road/Horseshoe Bar Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.965
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      Permitted      Permitted
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      1  0  0  1  0      0  0  1!  0  0      0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      8  585  116  467  531  10      7  11  9      93  12  667
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    8  585  116  467  531  10      7  11  9      93  12  667
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    8  585  116  467  531  10      7  11  9      93  12  667
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:    8  585  116  467  531  10      7  11  9      93  12  667
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   8  585  116  467  531  10      7  11  9      93  12  667
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Final Vol.:    8  585  116  467  531  10      7  11  9      93  12  667
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 0.83  0.17  1.00 0.98  0.02  0.26 0.41 0.33  0.89 0.11  1.00
Final Sat.:   1425 1189  236  1425 1399  26      369  581  475  1262 163  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01 0.49  0.49  0.33 0.38  0.38  0.02 0.02 0.02  0.07 0.07  0.47
Crit Vol:      701      0      7      667
Crit Moves:      ****  ****      ****      ****
*****
    
```

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #14 Taylor Road/Horseshoe Bar Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.728
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Permitted      Permitted
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      1  0  0  1  0      0  0  1!  0  0      0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      14  375  110  343  369  6  6  16  9  123  12  318
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   14  375  110  343  369  6  6  16  9  123  12  318
Added Vol:     0  55  0  0  59  0  0  0  0  0  0  0
PasserByVol:  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:   14  430  110  343  428  6  6  16  9  123  12  318
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:    14  430  110  343  428  6  6  16  9  123  12  318
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   14  430  110  343  428  6  6  16  9  123  12  318
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Final Vol.:    14  430  110  343  428  6  6  16  9  123  12  318
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 0.80  0.20  1.00 0.99  0.01  0.19 0.52 0.29  0.91 0.09  1.00
Final Sat.:    1425 1135  290  1425 1405  20  276  735  414  1298  127  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01 0.38  0.38  0.24 0.30  0.30  0.02 0.02 0.02  0.09 0.09  0.22
Crit Vol:      540      343      31      123
Crit Moves:    ****      ****      ****      ****
*****

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Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 13 rows for various volume and adjustment factors.

Saturation Flow Module table with 13 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for movements and 4 rows for Vol/Sat, Crit Vol, Crit Moves, and a summary row.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	139	0	121	0	0	0	0	350	223	203	215	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	121	0	0	0	0	350	223	203	215	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	121	0	0	0	0	350	223	203	215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	0	121	0	0	0	0	350	223	203	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	121	0	0	0	0	350	223	203	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	0	121	0	0	0	0	350	223	203	215	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:	0.53	0.00	0.47	0.00	0.00	0.00	0.00	0.61	0.39	0.49	0.51	0.00
Final Sat.:	762	0	663	0	0	0	0	870	555	692	733	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.40	0.40	0.29	0.29	0.00
Crit Vol:	260			0			573			203		
Crit Moves:	****						****			****		

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume components (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 13 columns for saturation flow components (Sat/Lane, Adjustment, Lanes, Final Sat.)

Capacity Analysis Module: Table with 13 columns for capacity analysis components (Vol/Sat, Crit Vol, Crit Moves)

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #18 Barton Road/Rocklin Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.709
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        0  1  0  0  0      0  0  0  1  0      1  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      286  103  0      0  81  174  214  0  621  0  0  0
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    286  103  0      0  81  174  214  0  621  0  0  0
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    286  103  0      0  81  174  214  0  621  0  0  0
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    286  103  0      0  81  174  214  0  621  0  0  0
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   286  103  0      0  81  174  214  0  621  0  0  0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    286  103  0      0  81  174  214  0  621  0  0  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.74 0.26  0.00  0.00 0.32  0.68  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   1048  377  0      0  453  972  1425  0  1425  0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.27 0.27  0.00  0.00 0.18  0.18  0.15 0.00  0.44  0.00 0.00  0.00
Crit Vol:      389      0      621  0
Crit Moves:    ****      ****      ****
*****
    
```


Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #18 Barton Road/Rocklin Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.590
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        85          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Permitted      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:          0  1  0  0  0      0  0  0  1  0      1  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:       128  73  0      0  72  295  257  0  402      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:   128  73  0      0  72  295  257  0  402      0  0  0
Added Vol:     71  0  0      0  0  6  6  0  66      0  0  0
PasserByVol:   0  0  0      0  0  0  0  0  0      0  0  0
Initial Fut:   199  73  0      0  72  301  263  0  468      0  0  0
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    199  73  0      0  72  301  263  0  468      0  0  0
Reduct Vol:    0  0  0      0  0  0  0  0  0      0  0  0
Reduced Vol:   199  73  0      0  72  301  263  0  468      0  0  0
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    199  73  0      0  72  301  263  0  468      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:         0.73 0.27  0.00  0.00 0.19  0.81  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:    1043 382  0      0  275  1150  1425  0  1425      0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.19  0.00  0.00 0.26  0.26  0.18 0.00  0.33  0.00 0.00  0.00
Crit Vol:      272          373          468  0
Crit Moves:          ****          ****
*****

```

Rocklin Crossings / Rocklin 60
 2025 + Project without Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			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	2	0	0	0	0	0	1!

Volume Module:

Base Vol:	0	557	15	202	1164	0	0	0	0	114	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	557	15	202	1164	0	0	0	0	114	0	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	557	15	202	1164	0	0	0	0	114	0	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	557	15	202	1164	0	0	0	0	114	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	557	15	202	1164	0	0	0	0	114	0	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	557	15	202	1164	0	0	0	0	114	0	188

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.38	0.00	0.62
Final Sat.:	0	2775	75	1425	2850	0	0	0	0	538	0	887

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.14	0.41	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:	0				582		0				302	
Crit Moves:	****				****						****	

Rocklin Crossings / Rocklin 60
2025 + Project without Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

Rocklin Crossings
2025 + Project without Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components and 12 rows for various adjustments and final volumes.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 4 rows for Vol/Sat, Crit Vol, and Crit Moves.

APPENDIX A
MITIGATED 2025 PLUS PROJECT WITH DOMINGUEZ
LOS WORKSHEETS

DRAFT

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.741
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:         0 0 0 0 0      1 0 0 1 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      237 2 398      0 869 445      0 1311 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0      237 2 398      0 869 445      0 1311 0
Added Vol:     0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:   0 0 0      237 2 398      0 869 445      0 1311 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0      237 2 398      0 869 445      0 1311 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 0 0      237 2 398      0 869 445      0 1311 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0      237 2 398      0 869 445      0 1311 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 1.00 0.01 0.99 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:   0 0 0      1425 7 1418      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.17 0.28 0.28 0.00 0.30 0.31 0.00 0.46 0.00
Crit Vol:     0          400          435          656
Crit Moves:   ****          ****
*****

```

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #3 Rocklin Road/I-80 Westbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.686
Loss Time (sec):      6 (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:      Split Phase      Split Phase      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:         0 0 0 0 0      1 0 0 1 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      100 3 383      0 1071 690      0 1184 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0      100 3 383      0 1071 690      0 1184 0
Added Vol:     0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:   0 0 0      100 3 383      0 1071 690      0 1184 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0      100 3 383      0 1071 690      0 1184 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 0 0      100 3 383      0 1071 690      0 1184 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0      100 3 383      0 1071 690      0 1184 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 1.00 0.01 0.99 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:   0 0 0      1425 11 1414      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.07 0.27 0.27 0.00 0.38 0.48 0.00 0.42 0.00
Crit Vol:     0
Crit Moves:   ****
*****

```

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.899
Loss Time (sec):      6 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        143          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1! 0 1      0 0 0 0 0      1 0 2 0 0      0 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      629 3 834      0 0 0      352 754 0      0 682 102
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    629 3 834      0 0 0      352 754 0      0 682 102
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:    0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:    629 3 834      0 0 0      352 754 0      0 682 102
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     629 3 834      0 0 0      352 754 0      0 682 102
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:    629 3 834      0 0 0      352 754 0      0 682 102
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     692 3 917      0 0 0      352 754 0      0 682 102
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.29 0.01 1.70 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.74 0.26
Final Sat.:    1835 8 2432      0 0 0      1425 2850 0      0 2479 371
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.38 0.38 0.38 0.00 0.00 0.00 0.25 0.26 0.00 0.00 0.28 0.28
Crit Vol:      537      0      352      392
Crit Moves:      ****      ****      ****
*****

```

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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 13 columns for volume metrics across four directions. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow metrics across four directions. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics across four directions. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #4 Rocklin Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.567
Loss Time (sec):      6 (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:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        1  0  1!  0  1      0  0  0  0  0      1  0  2  0  0      0  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      29  0  230      0  0  0      314 1282  0      0  418  318
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    29  0  230      0  0  0      314 1282  0      0  418  318
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    29  0  230      0  0  0      314 1282  0      0  418  318
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  0  230      0  0  0      314 1282  0      0  418  318
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   29  0  230      0  0  0      314 1282  0      0  418  318
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    32  0  253      0  0  0      314 1282  0      0  418  318
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 0.00  2.00  0.00 0.00  0.00  1.00 2.00  0.00  0.00 1.14  0.86
Final Sat.:    1425 0  2850      0  0  0      1425 2850  0      0  1619  1231
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02 0.00  0.09  0.00 0.00  0.00  0.22 0.45  0.00  0.00 0.26  0.26
Crit Vol:      127          0          314          368
Crit Moves:      ****          ****          ****
*****

```

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 0 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 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 3 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 13 rows of data.

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

```

*****
Intersection #6 Dominguez Road/Granite Drive
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.789
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          21.3
Optimal Cycle:        0          Level Of Service:          C
*****

Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Stop Sign      Stop Sign
Rights:         Include      Include      Include      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:          1  0  2  0  1      1  0  1  1  0      1  0  0  1  0      1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:       48  450  208      84  296  67  47  185  155  148  115  51
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48  450  208      84  296  67  47  185  155  148  115  51
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:  0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:   48  450  208      84  296  67  47  185  155  148  115  51
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48  450  208      84  296  67  47  185  155  148  115  51
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   48  450  208      84  296  67  47  185  155  148  115  51
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    48  450  208      84  296  67  47  185  155  148  115  51
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.00 2.00  1.00  1.00 1.63  0.37  1.00 0.54  0.46  1.00 0.69  0.31
Final Sat.:    374  807  436  353  619  142  382  235  197  374  280  124
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.13 0.56  0.48  0.24 0.48  0.47  0.12 0.79  0.79  0.40 0.41  0.41
Crit Moves:           ****           ****           ****           ****
Delay/Veh:     13.2 21.3  17.4  15.3 19.4  18.9  12.9 33.7  33.7  17.4 16.6  16.6
Delay Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:    13.2 21.3  17.4  15.3 19.4  18.9  12.9 33.7  33.7  17.4 16.6  16.6
LOS by Move:   B   C   C   C   C   C   B   D   D   C   C   C
ApproachDel:   19.6           18.5           31.2           17.0
Delay Adj:     1.00           1.00           1.00           1.00
ApprAdjDel:    19.6           18.5           31.2           17.0
LOS by Appr:   C           C           D           C
AllWayAvgQ:    0.1  1.1  0.8  0.3 0.8  0.8  0.1  2.7  2.7  0.6 0.6  0.6
*****
Note: Queue reported is the number of cars per lane.

```

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green (0), and Lanes (1 0 2 0 1).

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns for saturation flow components. Rows include Adjustment (1.00), Lanes (1.00, 2.00, 1.00), and Final Sat. (479, 1027, 575).

Capacity Analysis Module: Table with 12 columns for capacity analysis components. Rows include Vol/Sat (0.29, 0.34, 0.61), Crit Moves (****), Delay/Veh (12.9, 12.9, 17.6), and AllWayAvgQ (0.4, 0.5, 1.4).

Note: Queue reported is the number of cars per lane.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
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	0	1	0	1	0	2	0

Volume Module:

Base Vol:	283	620	266	41	1093	297	90	173	97	319	298	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	620	266	41	1093	297	90	173	97	319	298	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	620	266	41	1093	297	90	173	97	319	298	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	620	266	41	1093	297	90	173	97	319	298	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	620	266	41	1093	297	90	173	97	319	298	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	283	620	266	41	1093	297	90	173	97	351	298	55

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	2750	1161	214

Capacity Analysis Module:

Vol/Sat:	0.21	0.23	0.19	0.03	0.40	0.22	0.07	0.13	0.07	0.13	0.26	0.26
Crit Vol:	283			547			90			353		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #12 Sierra College Boulevard/Dominguez Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.736
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        65          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Split Phase      Split Phase
Rights:         Include      Include      Ovl      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:          2  0  3  0  1      2  0  2  0  1      1  1  1  0  1      2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       204 1137  59  123 1577  21  38  32  53  142  87  31
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   204 1137  59  123 1577  21  38  32  53  142  87  31
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:   204 1137  59  123 1577  21  38  32  53  142  87  31
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:    204 1137  59  123 1577  21  38  32  53  142  87  31
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   204 1137  59  123 1577  21  38  32  53  142  87  31
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:       1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00 1.00  1.10 1.00  1.00
Final Vol.:    224 1137  59  135 1577  21  42  32  53  156  87  31
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375  1375 1375 1375  1375 1375  1375
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:         2.00 3.00  1.00  2.00 2.00  1.00  1.70 1.30 1.00  2.00 1.00  1.00
Final Sat.:    2750 4125  1375  2750 2750  1375  2336 1789 1375  2750 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.08 0.28  0.04  0.05 0.57  0.02  0.02 0.02 0.04  0.06 0.06  0.02
Crit Vol:      112          789          25          87
Crit Moves:    ****          ****          ****          ****
*****

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Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Ovl				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Lanes:	2	0	3	0	1	2	0	2	0	1	1	1	1	0	1	2	0	1	0	1

Volume Module:

Base Vol:	107	1533	99	208	1240	55	180	62	229	420	153	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1533	99	208	1240	55	180	62	229	420	153	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1533	99	208	1240	55	180	62	229	420	153	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1533	99	208	1240	55	180	62	229	420	153	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1533	99	208	1240	55	180	62	229	420	153	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	118	1533	99	229	1240	55	198	62	229	462	153	49

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	2750	1375	2750	1375	1375	2750	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.37	0.07	0.08	0.45	0.04	0.07	0.05	0.17	0.17	0.11	0.04
Crit Vol:	0			620				229		231		
Crit Moves:	****			****				****		****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #12 Sierra College Boulevard/Dominguez Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.834
Loss Time (sec):      8 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        104          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Split Phase      Split Phase
Rights:         Include      Include      Ovl      Include
Min. Green:     0  0  0      0  0  0      0  0  0      0  0  0
Lanes:          2  0  3  0  1      2  0  2  0  1      1  1  1  0  1      2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       173  950  157  426  582  63  276  415  368  182  187  27
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   173  950  157  426  582  63  276  415  368  182  187  27
Added Vol:     0  273  73  62  181  0  0  12  0  139  11  57
PasserByVol:  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:   173 1223  230  488  763  63  276  427  368  321  198  84
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    173 1223  230  488  763  63  276  427  368  321  198  84
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   173 1223  230  488  763  63  276  427  368  321  198  84
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    190 1223  230  537  763  63  304  427  368  353  198  84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         2.00 3.00  1.00  2.00 2.00  1.00  1.25 1.75  1.00  2.00 1.00  1.00
Final Sat.:    2750 4125  1375  2750 2750  1375  1714 2411  1375  2750 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.07 0.30  0.17  0.20 0.28  0.05  0.18 0.18  0.27  0.13 0.14  0.06
Crit Vol:      408      268      368      198
Crit Moves:    ****      ****      ****      ****
*****

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Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	415	136	102	358	0	0	0	0	194	0	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	415	136	102	358	0	0	0	0	194	0	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	415	136	102	358	0	0	0	0	194	0	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	415	136	102	358	0	0	0	0	194	0	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	415	136	102	358	0	0	0	0	194	0	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	415	136	102	358	0	0	0	0	194	0	341

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	0.22	0.78	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	1425	316	1109	0	0	0	0	1425	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.10	0.32	0.32	0.00	0.00	0.00	0.00	0.14	0.00	0.24
Crit Vol:		415		102			0					341
Crit Moves:		***		***								***

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.698
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:      0  0  1  0  1      0  1  0  0  0      0  0  0  0  0      1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0  539  103  117  357  0  0  0  0  98  0  338
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   0  539  103  117  357  0  0  0  0  98  0  338
Added Vol:     0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:   0  539  103  117  357  0  0  0  0  98  0  338
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:    0  539  103  117  357  0  0  0  0  98  0  338
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   0  539  103  117  357  0  0  0  0  98  0  338
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:      1.00 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  539  103  117  357  0  0  0  0  98  0  338
-----|-----|-----|-----|
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  0.25 0.75  0.00  0.00 0.00 0.00  1.00 0.00  1.00
Final Sat.:   0 1425  1425  352 1073  0  0  0  0  1425  0  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.38  0.07  0.33 0.33  0.00  0.00 0.00 0.00  0.07 0.00  0.24
Crit Vol:      539      117      0      338
Crit Moves:    ****      ****      ****
*****

```

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic flows and 13 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 13 columns and 5 rows of saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 4 rows of capacity analysis metrics like Vol/Sat, Crit Vol, etc.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	22	0	153	0	0	0	0	281	30	105	200	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	153	0	0	0	0	281	30	105	200	0
Added Vol:	6	0	0	0	0	0	0	2	6	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	153	0	0	0	0	283	36	105	212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	153	0	0	0	0	283	36	105	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	153	0	0	0	0	283	36	105	212	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	0	153	0	0	0	0	283	36	105	212	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:	0.15	0.00	0.85	0.00	0.00	0.00	0.00	0.89	0.11	0.33	0.67	0.00
Final Sat.:	220	0	1205	0	0	0	0	1264	161	472	953	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.22	0.22	0.22	0.22	0.00
Crit Vol:			181	0			0			317		
Crit Moves:			****				****			****		

Rocklin Crossings
 2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #18 Barton Road/Rocklin Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.541
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:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        0  1  0  0  0      0  0  0  1  0      1  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      514  88  0      0  145  273  166  0  169      0  0  0
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    514  88  0      0  145  273  166  0  169      0  0  0
Added Vol:     0  0  0      0  0  0      0  0  0      0  0  0
PasserByVol:   0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    514  88  0      0  145  273  166  0  169      0  0  0
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    514  88  0      0  145  273  166  0  169      0  0  0
Reduct Vol:    0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:   514  88  0      0  145  273  166  0  169      0  0  0
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    514  88  0      0  145  273  166  0  169      0  0  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.85 0.15  0.00  0.00 0.35  0.65  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:    1217 208  0      0  494  931  1425  0  1425      0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.42 0.42  0.00  0.00 0.29  0.29  0.12 0.00  0.12  0.00 0.00  0.00
Crit Vol:      602          0          169  0
Crit Moves:    ****          ****          ****
*****
    
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Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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 13 columns representing different traffic movements and 13 rows for various volume and adjustment factors.

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 4 rows showing capacity analysis metrics.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #18 Barton Road/Rocklin Road
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        86          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0  0  0      0  0  0      0  0  0      0  0  0
Lanes:        0  1  0  0  0      0  0  0  1  0      1  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:      133  74  0      0  72  290  253  0  406      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:    133  74  0      0  72  290  253  0  406      0  0  0
Added Vol:      71  0  0      0  0  6      6  0  66      0  0  0
PasserByVol:    0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:    204  74  0      0  72  296  259  0  472      0  0  0
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     204  74  0      0  72  296  259  0  472      0  0  0
Reduct Vol:     0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:    204  74  0      0  72  296  259  0  472      0  0  0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     204  74  0      0  72  296  259  0  472      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:         0.73 0.27  0.00  0.00 0.20  0.80  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:    1046  379  0      0  279  1146  1425  0  1425      0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.20 0.20  0.00  0.00 0.26  0.26  0.18 0.00  0.33  0.00 0.00  0.00
Crit Vol:      278          368          472  0
Crit Moves:          ****          ****
*****

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Rocklin Crossings
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	2	0	0	0	0	0	1!

Volume Module:

Base Vol:	0	556	15	198	1160	0	0	0	0	112	0	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	15	198	1160	0	0	0	0	112	0	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	556	15	198	1160	0	0	0	0	112	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	556	15	198	1160	0	0	0	0	112	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	556	15	198	1160	0	0	0	0	112	0	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	556	15	198	1160	0	0	0	0	112	0	187

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	2775	75	1425	2850	0	0	0	0	534	0	891

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.14	0.41	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:	0			580			0			299		
Crit Moves:	****			****			****			****		

Rocklin Crossings
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Crossings
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Sierra College Boulevard/English Colony Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 4 rows of data including Vol/Sat, Crit Vol, and Crit Moves.