APPENDIX F

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT LOS WORKSHEETS

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

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	8	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	24	296	437	174	326	15	31	149	51	309	132	98
Growth Adj:	1.00	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	296	437	174	326	15	31	149	51	309	132	98
Added Vol:	0	40	105	9	37	0	0	3	0	122	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	336	542	183	363	15	31	152	51	431	134	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	336	542	183	363	15	31	152	51	431	134	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	336	542	183	363	15	31	152	51	431	134	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	24	336	542	183	363	15	31	152	51	474	134	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.50	0.50	1.56	0.44	1.00
Final Sat.:	1375	2750	1375	1375	2641	109	1375	2059	691	2144	606	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.39	0.13	0.14	0.14	0.02	0.07	0.07	0.22	0.22	0.07
Crit Volume:			542	183				102		304		
Crit Moves:			****	****				****		****		

Rocklin Crossings
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):	0.545
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1	1 0	0 1	1 0	1	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	20	10	7	289	5	88	100	667	9	9	657	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	7	289	5	88	100	667	9	9	657	410
Added Vol:	0	0	0	40	0	20	25	185	0	0	184	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	7	329	5	108	125	852	9	9	841	468
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:	20	10	7	329	5	108	125	852	9	9	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	7	329	5	108	125	852	9	9	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	10	7	362	5	108	125	852	9	9	841	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	0.59	0.41	1.97	0.03	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	809	566	2713	37	1375	1375	2721	29	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.13	0.13	0.08	0.09	0.31	0.31	0.01	0.31	0.00
Crit Volume:	20			183			125			421		
Crit Moves:	****			****			****			****		

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

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	6	Average Delay (sec/veh):	22.7
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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	47	0	201	0	553	455	356	944	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	47	0	201	0	553	455	356	944	0
Added Vol:	0	0	0	17	0	37	0	147	77	80	205	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	238	0	700	532	436	1149	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	69	0	256	0	754	573	470	1238	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	256	0	754	573	470	1238	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	256	0	754	573	470	1238	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.16	0.00	0.21	0.35	0.26	0.34	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.43	0.43	0.32	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.82	0.00	0.48	0.82	0.82	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	54.8	0.0	20.7	33.0	41.1	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	54.8	0.0	20.7	33.0	41.1	5.0	0.0
LOS by Move:	A	A	A	C	A	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	2	0	10	0	8	16	13	7	0

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

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

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	6	Average Delay (sec/veh):	29.4
Optimal Cycle:	71	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	590	0	757	0	0	0	163	472	0	0	664	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:	590	0	757	0	0	0	163	472	0	0	664	35
Added Vol:	70	0	52	0	0	0	38	127	0	0	215	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	0	809	0	0	0	201	599	0	0	879	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	775	0	950	0	0	0	236	703	0	0	1032	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	0	950	0	0	0	236	703	0	0	1032	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	775	0	950	0	0	0	236	703	0	0	1032	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.45	0.00	1.55	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	2470	0	2642	0	0	0	1805	3610	0	0	3370	207
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.36	0.00	0.00	0.00	0.13	0.19	0.00	0.00	0.31	0.31
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.15	0.52	0.00	0.00	0.36	0.36
Volume/Cap:	0.74	0.00	0.85	0.00	0.00	0.00	0.85	0.38	0.00	0.00	0.85	0.85
Delay/Veh:	25.4	0.0	29.4	0.0	0.0	0.0	61.9	14.7	0.0	0.0	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	0.0	29.4	0.0	0.0	0.0	61.9	14.7	0.0	0.0	34.8	34.8
LOS by Move:	C	A	C	A	A	A	E	B	A	A	C	C
HCM2kAvgQ:	15	0	20	0	0	0	8	7	0	0	19	19

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

Rocklin Crossings
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):	0.445
Loss Time (sec):	8	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	26	62	22	9	23	41	87	260	32	23	269	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	62	22	9	23	41	87	260	32	23	269	53
Added Vol:	3	32	0	9	9	4	12	34	4	0	48	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	94	22	18	32	45	99	294	36	23	317	77
User Adj:	1.00	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	94	22	18	32	45	99	294	36	23	317	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	94	22	18	32	45	99	294	36	23	317	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	94	22	18	32	45	99	294	36	23	317	77
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	0.76	1.00	0.36	0.64	1.00	1.00	0.89	0.11	1.00	0.80	0.20
Final Sat.:	336	1089	1425	513	912	1425	1425	1270	155	1425	1147	278
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.04	0.04	0.03	0.07	0.23	0.23	0.02	0.28	0.28
Crit Volume:	123			18			99			394		
Crit Moves:	****			****			****			****		

Rocklin Crossings
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): 2.8 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	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	56	75	0	0	215	47	23	0	39	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:	56	75	0	0	215	47	23	0	39	0	0	0
Added Vol:	19	43	0	0	36	15	9	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	118	0	0	251	62	32	0	44	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:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	100	157	0	0	335	83	43	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	157	0	0	335	83	43	0	59	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	417	xxxx	xxxxx	xxxx	xxxx	xxxxx	655	733	209	xxxx	xxxx	xxxxx
Potent Cap.:	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx	404	350	803	xxxx	xxxx	xxxxx
Move Cap.:	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx	377	320	803	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	544	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	13.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	8	Average Delay (sec/veh):	28.0
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	123	184	123	20	419	82	44	159	42	175	175	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	184	123	20	419	82	44	159	42	175	175	11
Added Vol:	23	143	30	2	276	23	16	9	18	41	24	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	327	153	22	695	105	60	168	60	216	199	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:	158	354	166	24	753	114	65	182	65	234	216	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	354	166	24	753	114	65	182	65	234	216	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
FinalVolume:	158	354	166	24	753	114	65	182	65	234	216	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.36	0.64	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2341	1095	1805	3073	464	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.01	0.24	0.24	0.04	0.10	0.04	0.13	0.11	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.50	0.50	0.04	0.40	0.40	0.09	0.16	0.16	0.21	0.28	0.28
Volume/Cap:	0.61	0.30	0.30	0.30	0.61	0.61	0.40	0.61	0.25	0.61	0.40	0.03
Delay/Veh:	44.2	14.6	14.6	48.4	24.3	24.3	44.6	42.8	37.5	38.3	29.6	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	14.6	14.6	48.4	24.3	24.3	44.6	42.8	37.5	38.3	29.6	26.0
LOS by Move:	D	B	B	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	5	5	5	1	11	11	2	6	2	7	6	0

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

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

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	8	Average Delay (sec/veh):	18.1
Optimal Cycle:	36	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	1 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	357	34	82	551	3	0	0	59	73	0	69
Growth Adj:	1.00	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	357	34	82	551	3	0	0	59	73	0	69
Added Vol:	0	171	29	16	320	0	0	0	0	49	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	528	63	98	871	3	0	0	59	122	0	94
User Adj:	1.00	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	558	67	103	920	3	0	0	62	129	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	67	103	920	3	0	0	62	129	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	558	67	103	920	3	0	0	62	129	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	0.95	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	1.79	0.21	1.00	1.99	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3174	379	1805	3598	12	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.06	0.26	0.26	0.00	0.00	0.04	0.09	0.00	0.06
Crit Moves:					****					****		
Green/Cycle:	0.00	0.31	0.31	0.45	0.76	0.76	0.00	0.00	0.16	0.16	0.00	0.16
Volume/Cap:	0.00	0.56	0.56	0.13	0.33	0.33	0.00	0.00	0.24	0.56	0.00	0.39
Delay/Veh:	0.0	29.5	29.5	16.0	3.8	3.8	0.0	0.0	37.5	42.3	0.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.5	29.5	16.0	3.8	3.8	0.0	0.0	37.5	42.3	0.0	39.0
LOS by Move:	A	C	C	B	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	8	8	2	5	5	0	0	2	4	0	3

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

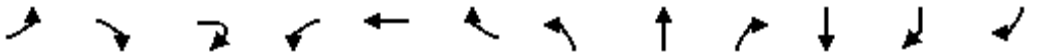
Rocklin Crossings
Existing + Approved + Project Conditions - AM Peak Hour

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):	0.606
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	161	394	91	78	515	76	34	21	57	140	29	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	394	91	78	515	76	34	21	57	140	29	26
Added Vol:	22	176	50	13	351	6	16	25	10	31	16	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	570	141	91	866	82	50	46	67	171	45	34
User Adj:	1.00	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:	183	570	141	91	866	82	50	46	67	171	45	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	570	141	91	866	82	50	46	67	171	45	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	1.10	1.00	1.00	1.00
FinalVolume:	183	570	141	91	866	82	50	46	74	171	45	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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.10	0.07	0.31	0.06	0.04	0.03	0.03	0.12	0.03	0.02
Crit Volume:	183				433			46		171		
Crit Moves:	****				****			****		****		



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	44	53	24	622	18	230	103	615	185	793	166	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.87	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1543	1504	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1543	1504	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	58	26	676	20	250	112	668	201	862	180	115
RTOR Reduction (vph)	0	18	0	0	98	37	0	0	0	0	0	68
Lane Group Flow (vph)	48	66	0	676	40	95	112	668	201	862	180	47
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	13.1	26.6		23.9	15.3	64.9	9.0	49.6	90.0	36.6	36.6	36.6
Effective Green, g (s)	13.1	26.6		23.9	15.3	64.9	9.0	49.6	90.0	36.6	36.6	36.6
Actuated g/C Ratio	0.15	0.30		0.27	0.17	0.72	0.10	0.55	1.00	0.41	0.41	0.41
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	258	538		912	262	1151	177	2802	1583	1439	758	644
v/s Ratio Prot	0.03	0.01		c0.20	0.03	0.01	c0.06	0.13		c0.24	0.10	
v/s Ratio Perm		0.04				0.05			c0.13			0.03
v/c Ratio	0.19	0.12		0.74	0.15	0.08	0.63	0.24	0.13	0.60	0.24	0.07
Uniform Delay, d1	33.8	23.2		30.2	31.8	3.7	38.9	10.4	0.0	20.9	17.5	16.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.86	0.53	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		3.3	0.3	0.0	7.0	0.2	0.2	1.8	0.7	0.2
Delay (s)	34.1	23.3		33.5	32.1	3.8	40.5	5.8	0.2	22.8	18.3	16.5
Level of Service	C	C		C	C	A	D	A	A	C	B	B
Approach Delay (s)					29.1			8.6		21.5		
Approach LOS					C			A		C		

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	299	161	125	22	182	35	422	267	46	142	1163	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.64	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1195	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	325	175	136	24	198	38	459	290	50	154	1264	177
RTOR Reduction (vph)	0	0	60	0	0	0	0	0	21	0	0	0
Lane Group Flow (vph)	325	175	76	24	198	38	459	290	29	154	1264	177
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	16.5	16.5	16.5	16.5	16.5	90.0	52.1	52.1	52.1	9.4	65.5	90.0
Effective Green, g (s)	16.5	16.5	16.5	16.5	16.5	90.0	52.1	52.1	52.1	9.4	65.5	90.0
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	1.00	0.58	0.58	0.58	0.10	0.73	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	629	649	290	219	290	1583	2944	1078	916	359	2576	1583
v/s Ratio Prot	0.09	0.05					0.09	0.16		0.04	c0.36	
v/s Ratio Perm			0.05	0.02	c0.13	0.02			0.02			0.11
v/c Ratio	0.52	0.27	0.26	0.11	0.68	0.02	0.16	0.27	0.03	0.43	0.49	0.11
Uniform Delay, d1	33.2	31.6	31.5	30.6	34.3	0.0	8.8	9.5	8.1	37.8	5.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.63	0.71	1.09	0.23	1.00
Incremental Delay, d2	0.7	0.2	0.5	0.2	6.5	0.0	0.1	0.6	0.1	0.6	0.5	0.1
Delay (s)	33.9	31.8	32.0	30.9	40.8	0.0	5.3	6.6	5.9	41.7	1.7	0.1
Level of Service	C	C	C	C	D	A	A	A	A	D	A	A
Approach Delay (s)		32.9					5.8				5.4	
Approach LOS		C					A				A	

Intersection Summary			
HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
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):	0.312
Loss Time (sec):	8	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0 0	2 0	0 0	2
Volume Module:												
Base Vol:	0	512	0	0	1140	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	512	0	0	1140	0	0	0	0	0	0	0
Added Vol:	0	142	16	52	113	0	0	0	0	47	0	34
PasserByVol:	0	5	1	3	2	0	0	0	0	2	0	1
Initial Fut:	0	659	17	55	1255	0	0	0	0	49	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:	1.00	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	659	17	55	1255	0	0	0	0	49	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	659	17	55	1255	0	0	0	0	49	0	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	1.00	1.10	1.00	1.10
FinalVolume:	0	659	17	55	1255	0	0	0	0	54	0	39
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	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4167	108	1425	4275	0	0	0	0	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.29	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Volume:	0				418			0		27		
Crit Moves:	****				****					****		

Rocklin Crossings
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):	0.791
Loss Time (sec):	8	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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 3	0	1	1	0 2	0	1	1	0 0	1	0
Volume Module:																
Base Vol:	329	376		54	37	546		46	51	139		199	76	269		81
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	329	376		54	37	546		46	51	139		199	76	269		81
Added Vol:	43	96		3	25	95		35	26	20		46	8	43		32
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	372	472		57	62	641		81	77	159		245	84	312		113
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	372	472		57	62	641		81	77	159		245	84	312		113
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	372	472		57	62	641		81	77	159		245	84	312		113
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	372	472		57	62	641		81	77	159		245	84	312		113
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	3.00		1.00	1.00	2.00		1.00	1.00	0.73		0.27
Final Sat.:	1375	2750		1375	1375	4125		1375	1375	2750		1375	1375	1009		366
Capacity Analysis Module:																
Vol/Sat:	0.27	0.17		0.04	0.05	0.16		0.06	0.06	0.06		0.18	0.06	0.31		0.31
Crit Volume:	372					214			77					425		
Crit Moves:	****					****			****					****		

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

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	8	Average Delay (sec/veh):	37.2
Optimal Cycle:	102	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	4	249	41	404	313	18	12	58	17	40	24	368
Growth Adj:	1.00	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	249	41	404	313	18	12	58	17	40	24	368
Added Vol:	0	31	5	32	41	0	0	0	0	11	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	280	46	436	354	18	12	58	17	51	24	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	5	319	52	497	404	21	14	66	19	58	27	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	319	52	497	404	21	14	66	19	58	27	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	319	52	497	404	21	14	66	19	58	27	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.97	0.97	0.97	0.95	0.86	0.86
Lanes:	1.00	0.86	0.14	1.00	0.95	0.05	0.14	0.67	0.19	1.00	0.06	0.94
Final Sat.:	1805	1598	262	1805	1795	91	253	1225	359	1805	91	1540
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.28	0.22	0.22	0.05	0.05	0.05	0.03	0.30	0.30
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.22	0.22	0.30	0.52	0.52	0.06	0.06	0.06	0.33	0.33	0.64
Volume/Cap:	0.43	0.90	0.90	0.90	0.43	0.43	0.90	0.90	0.90	0.10	0.90	0.47
Delay/Veh:	75.5	60.7	60.7	51.6	15.2	15.2	103.2	103	103.2	23.0	50.1	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	60.7	60.7	51.6	15.2	15.2	103.2	103	103.2	23.0	50.1	9.7
LOS by Move:	E	E	E	D	B	B	F	F	F	C	D	A
HCM2kAvgQ:	1	15	15	18	8	8	6	6	6	1	18	8

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

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	8	Average Delay (sec/veh):	19.1
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	152	458	70	13	189	377	52	44	64	30	71	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:	152	458	70	13	189	377	52	44	64	30	71	24
Added Vol:	21	34	0	0	29	12	19	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	492	70	13	218	389	71	44	69	30	71	24
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:	194	553	79	15	245	0	80	49	78	34	80	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	553	79	15	245	0	80	49	78	34	80	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	553	79	15	245	0	80	49	78	34	80	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	1.00	1.00	0.77	0.77	0.85	0.59	0.96	0.96
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.75	0.25
Final Sat.:	1805	3100	441	1805	1900	1900	899	557	1615	1113	1366	462
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.01	0.13	0.00	0.09	0.09	0.05	0.03	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.30	0.64	0.64	0.03	0.36	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.35	0.28	0.28	0.28	0.35	0.00	0.35	0.35	0.19	0.12	0.23	0.23
Delay/Veh:	27.5	8.0	8.0	50.4	23.5	0.0	31.4	31.4	29.7	29.1	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	8.0	8.0	50.4	23.5	0.0	31.4	31.4	29.7	29.1	30.0	30.0
LOS by Move:	C	A	A	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	5	4	4	1	6	0	3	3	2	1	3	3

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

Rocklin Crossings
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): 6.9 Worst Case Level Of Service: C[18.7]

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 1	0	1	0 1	0	0 0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	369	41	84	207	0	0	0	0	37	0	313
Growth Adj:	1.00	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	369	41	84	207	0	0	0	0	37	0	313
Added Vol:	0	37	12	21	12	0	0	0	0	12	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	406	53	105	219	0	0	0	0	49	0	331
User Adj:	1.00	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	440	57	114	237	0	0	0	0	53	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	440	57	114	237	0	0	0	0	53	0	359
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	497	xxxx	xxxxx	xxxx	xxxx	xxxxx	905	xxxx	440
Potent Cap.:	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	xxxx	621
Move Cap.:	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	xxxx	621
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.58
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	3.7
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.6	xxxx	18.4
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	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.7		
ApproachLOS:	*			*			*			C		

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

Rocklin Crossings
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): 3.6 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:	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:	15	0	63	0	0	0	0	86	20	67	70	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:	15	0	63	0	0	0	0	86	20	67	70	0
Added Vol:	8	0	8	0	0	0	0	44	12	3	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	71	0	0	0	0	130	32	70	101	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	29	0	89	0	0	0	0	162	40	87	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	0	89	0	0	0	0	162	40	87	126	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	483	483	182	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	xxxx	xxxxx
Potent Cap.:	546	487	866	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1382	xxxx	xxxxx
Move Cap.:	519	454	866	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1382	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	744	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	214	39	0	0	32	62	56	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:	214	39	0	0	32	62	56	0	168	0	0	0
Added Vol:	43	4	0	0	6	33	13	0	35	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	43	0	0	38	95	69	0	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	281	47	0	0	41	104	75	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	47	0	0	41	104	75	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	47	0	0	41	104	75	0	222	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.29	0.71	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	595	644	0	0	195	487	557	0	685	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.47	0.07	xxxx	xxxx	0.21	0.21	0.14	xxxx	0.32	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	13.6	8.5	0.0	0.0	9.4	9.4	9.8	0.0	9.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	8.5	0.0	0.0	9.4	9.4	9.8	0.0	9.9	0.0	0.0	0.0
LOS by Move:	B	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	12.8			9.4			9.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	12.8			9.4			9.9			xxxxxx		
LOS by Appr:	B			A			A			*		
AllWayAvgQ:	0.8	0.1	0.0	0.2	0.2	0.2	0.1	0.0	0.4	0.0	0.0	0.0

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

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

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	9	Average Delay (sec/veh):	23.1
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	149	24	132	446	21	1	19	5	70	24	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:	6	149	24	132	446	21	1	19	5	70	24	99
Added Vol:	0	142	11	70	287	0	0	0	0	3	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	291	35	202	733	21	1	19	5	73	24	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	7	360	43	250	907	26	1	24	6	90	30	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	360	43	250	907	26	1	24	6	90	30	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	360	43	250	907	26	1	24	6	90	30	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.96	0.96	0.96	0.81	0.81	0.81
Lanes:	1.00	0.89	0.11	1.00	0.97	0.03	0.04	0.76	0.20	0.33	0.11	0.56
Final Sat.:	1805	1669	201	1805	1840	53	73	1392	366	514	169	866
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.49	0.49	0.02	0.02	0.02	0.18	0.18	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.41	0.41	0.26	0.67	0.67	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.74	0.53	0.53	0.53	0.74	0.74	0.07	0.07	0.07	0.74	0.74	0.74
Delay/Veh:	188.5	22.9	22.9	32.6	13.3	13.3	29.6	29.6	29.6	43.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.5	22.9	22.9	32.6	13.3	13.3	29.6	29.6	29.6	43.0	43.0	43.0
LOS by Move:	F	C	C	C	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	10	10	7	20	20	1	1	1	9	9	9

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

Rocklin Crossings
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): 1.4 Worst Case Level Of Service: B[11.7]

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	1	0	0		1	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	213	0				98	560	0				0	0	0				4	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	213	0				98	560	0				0	0	0				4	0	64			
Added Vol:	0	114	0				0	95	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	327	0				98	655	0				0	0	0				4	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:	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	357	0				107	715	0				0	0	0				4	0	70			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	357	0				107	715	0				0	0	0				4	0	70			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	xxxx	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				357	xxxx	xxxxx				xxxx	xxxx	xxxxx				1286	xxxx	357			
Potent Cap.:	xxxx	xxxx	xxxxx				1213	xxxx	xxxxx				xxxx	xxxx	xxxxx				183	xxxx	692			
Move Cap.:	xxxx	xxxx	xxxxx				1213	xxxx	xxxxx				xxxx	xxxx	xxxxx				171	xxxx	692			
Volume/Cap:	xxxx	xxxx	xxxx				0.09	xxxx	xxxx				xxxx	xxxx	xxxx				0.03	xxxx	0.10			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.3	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	0.3			
Control Del:	xxxxx	xxxx	xxxxx				8.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				26.6	xxxx	10.8			
LOS by Move:	*	*	*				A	*	*				*	*	*				D	*	B			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						11.7					
ApproachLOS:	*						*						*						B					

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

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

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	9	Average Delay (sec/veh):	35.2
Optimal Cycle:	50	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	180	347	113	65	315	132	191	111	191	148	97	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:	180	347	113	65	315	132	191	111	191	148	97	105
Added Vol:	36	32	2	0	39	25	51	0	28	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	379	115	65	354	157	242	111	219	151	97	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	262	461	140	79	430	191	294	135	266	183	118	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	461	140	79	430	191	294	135	266	183	118	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	461	140	79	430	191	294	135	266	183	118	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.91	0.91	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	1.00	1.00	1.00	0.48	0.52
Final Sat.:	1805	1900	1615	1805	2386	1058	1805	1900	1615	1805	841	911
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.09	0.04	0.18	0.18	0.16	0.07	0.16	0.10	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.40	0.40	0.07	0.26	0.26	0.24	0.27	0.27	0.17	0.20	0.20
Volume/Cap:	0.69	0.61	0.22	0.61	0.69	0.69	0.69	0.26	0.61	0.61	0.69	0.69
Delay/Veh:	41.8	25.2	19.9	53.0	35.6	35.6	39.7	28.9	34.2	42.1	42.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	25.2	19.9	53.0	35.6	35.6	39.7	28.9	34.2	42.1	42.7	42.7
LOS by Move:	D	C	B	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	9	12	3	3	10	10	9	3	8	6	8	8

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

Rocklin Crossings
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):	1.061
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1	1 0	1
Volume Module:												
Base Vol:	71	457	456	101	487	51	31	102	28	455	271	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	457	456	101	487	51	31	102	28	455	271	154
Added Vol:	0	74	283	11	78	0	0	8	0	272	8	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	531	739	112	565	51	31	110	28	727	279	170
User Adj:	1.00	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:	71	531	739	112	565	51	31	110	28	727	279	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	531	739	112	565	51	31	110	28	727	279	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	71	531	739	112	565	51	31	110	28	800	279	170
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	1.83	0.17	1.00	1.59	0.41	1.48	0.52	1.00
Final Sat.:	1375	2750	1375	1375	2522	228	1375	2192	558	2039	711	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.54	0.08	0.22	0.22	0.02	0.05	0.05	0.39	0.39	0.12
Crit Volume:			739	112					69	539		
Crit Moves:			****	****					****	****		

Rocklin Crossings
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):	0.822
Loss Time (sec):	8	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1	1 0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	34	18	9	465	14	195	213	646	14	40	640	475
Growth Adj:	1.00	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	18	9	465	14	195	213	646	14	40	640	475
Added Vol:	0	0	0	102	0	69	70	383	0	0	350	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	18	9	567	14	264	283	1029	14	40	990	548
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:	34	18	9	567	14	264	283	1029	14	40	990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	18	9	567	14	264	283	1029	14	40	990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	18	9	624	14	264	283	1029	14	40	990	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	0.67	0.33	1.96	0.04	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1375	917	458	2690	60	1375	1375	2713	37	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.23	0.23	0.19	0.21	0.38	0.38	0.03	0.36	0.00
Crit Volume:	34			319			283				495	
Crit Moves:	****			****			****				****	

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

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	6	Average Delay (sec/veh):	33.9
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	33	0	189	0	571	556	439	1007	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	189	0	571	556	439	1007	0
Added Vol:	0	0	0	42	0	89	0	349	135	103	334	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	278	0	920	691	542	1341	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:	0.97	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	0	0	77	0	286	0	947	712	558	1381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	286	0	947	712	558	1381	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	77	0	286	0	947	712	558	1381	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.18	0.00	0.26	0.44	0.31	0.38	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.45	0.45	0.31	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.99	0.00	0.59	0.99	0.99	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	35.5	0.0	89.9	0.0	21.3	57.4	68.4	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.5	0.0	89.9	0.0	21.3	57.4	68.4	4.8	0.0
LOS by Move:	A	A	A	D	A	F	A	C	E	E	A	A
HCM2kAvgQ:	0	0	0	2	0	14	0	11	25	17	8	0

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

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

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	1.050
Loss Time (sec):	6	Average Delay (sec/veh):	45.8
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	480	2	544	0	0	0	191	488	0	0	930	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	2	544	0	0	0	191	488	0	0	930	82
Added Vol:	113	0	133	0	0	0	92	300	0	0	324	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	2	677	0	0	0	283	788	0	0	1254	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	626	2	714	0	0	0	299	831	0	0	1323	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	2	714	0	0	0	299	831	0	0	1323	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	2	714	0	0	0	299	831	0	0	1323	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.46	0.01	1.53	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	2382	5	2490	0	0	0	1805	3610	0	0	3242	321
Capacity Analysis Module:												
Vol/Sat:	0.26	0.41	0.29	0.00	0.00	0.00	0.17	0.23	0.00	0.00	0.41	0.41
Crit Moves:		****					****				****	
Green/Cycle:	0.39	0.39	0.39	0.00	0.00	0.00	0.16	0.55	0.00	0.00	0.39	0.39
Volume/Cap:	0.67	1.05	0.73	0.00	0.00	0.00	1.05	0.42	0.00	0.00	1.05	1.05
Delay/Veh:	25.8	69.6	27.3	0.0	0.0	0.0	109.0	13.5	0.0	0.0	68.9	68.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	69.6	27.3	0.0	0.0	0.0	109.0	13.5	0.0	0.0	68.9	68.9
LOS by Move:	C	E	C	A	A	A	F	B	A	A	E	E
HCM2kAvgQ:	12	30	13	0	0	0	12	8	0	0	34	34

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

Rocklin Crossings
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):	0.547
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	32	15	32	60	46	127	22	434	23	13	362	9
Growth Adj:	1.00	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	15	32	60	46	127	22	434	23	13	362	9
Added Vol:	13	18	0	31	38	14	8	78	12	0	63	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	33	32	91	84	141	30	512	35	13	425	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	33	32	91	84	141	30	512	35	13	425	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	33	32	91	84	141	30	512	35	13	425	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	33	32	91	84	141	30	512	35	13	425	28
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:	0.58	0.42	1.00	0.52	0.48	1.00	1.00	0.94	0.06	1.00	0.94	0.06
Final Sat.:	822	603	1425	741	684	1425	1425	1334	91	1425	1337	88
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.12	0.12	0.10	0.02	0.38	0.38	0.01	0.32	0.32
Crit Volume:	45			175			547			13		
Crit Moves:	****			****			****			****		

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

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	57	269	0	0	179	24	35	0	46	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:	57	269	0	0	179	24	35	0	46	0	0	0
Added Vol:	7	119	0	0	130	24	30	0	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	388	0	0	309	48	65	0	66	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:	74	449	0	0	358	56	75	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	449	0	0	358	56	75	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	413	xxxx	xxxxx	xxxx	xxxx	xxxxx	758	983	207	xxxx	xxxx	xxxxx
Potent Cap.:	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx	347	251	806	xxxx	xxxx	xxxxx
Move Cap.:	1157	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	235	806	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	470	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	8	Average Delay (sec/veh):	32.8
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	72	441	194	22	243	72	126	266	94	150	218	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	441	194	22	243	72	126	266	94	150	218	39
Added Vol:	44	438	132	2	349	27	33	28	48	124	15	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	879	326	24	592	99	159	294	142	274	233	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	128	972	361	27	655	110	176	325	157	303	258	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	972	361	27	655	110	176	325	157	303	258	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
FinalVolume:	128	972	361	27	655	110	176	325	157	303	258	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.46	0.54	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2525	937	1805	3028	506	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.01	0.22	0.22	0.10	0.17	0.10	0.17	0.14	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.48	0.48	0.02	0.37	0.37	0.18	0.21	0.21	0.21	0.25	0.25
Volume/Cap:	0.58	0.80	0.80	0.80	0.58	0.58	0.55	0.80	0.46	0.80	0.55	0.12
Delay/Veh:	45.1	25.0	25.0	128.9	25.6	25.6	39.7	48.4	35.3	49.3	34.3	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	25.0	25.0	128.9	25.6	25.6	39.7	48.4	35.3	49.3	34.3	29.4
LOS by Move:	D	C	C	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	4	18	18	2	10	10	6	12	5	11	7	1

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

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

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	8	Average Delay (sec/veh):	16.7
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	1 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	674	106	80	387	0	0	0	73	61	0	75
Growth Adj:	1.00	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	674	106	80	387	0	0	0	73	61	0	75
Added Vol:	0	588	137	34	488	0	0	0	0	123	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1262	243	114	875	0	0	0	73	184	0	101
User Adj:	1.00	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:	0	1410	272	127	978	0	0	0	82	206	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	272	127	978	0	0	0	82	206	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	272	127	978	0	0	0	82	206	0	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	0.95	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2954	569	1805	3610	0	0	0	1644	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.07	0.27	0.00	0.00	0.00	0.05	0.14	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.64	0.64	0.09	0.73	0.00	0.00	0.00	0.19	0.19	0.00	0.19
Volume/Cap:	0.00	0.75	0.75	0.75	0.37	0.00	0.00	0.00	0.26	0.75	0.00	0.37
Delay/Veh:	0.0	14.0	14.0	60.8	5.0	0.0	0.0	0.0	35.1	49.2	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	14.0	60.8	5.0	0.0	0.0	0.0	35.1	49.2	0.0	36.2
LOS by Move:	A	B	B	E	A	A	A	A	D	D	A	D
HCM2kAvgQ:	0	18	18	4	6	0	0	0	2	8	0	3

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

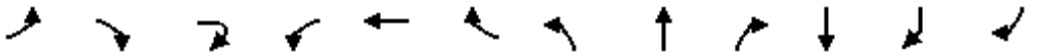
Rocklin Crossings
Existing + Approved + Project Conditions - PM Peak Hour

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):	0.763
Loss Time (sec):	8	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	105	543	63	62	403	89	132	32	160	112	25	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	543	63	62	403	89	132	32	160	112	25	32
Added Vol:	22	618	142	36	562	13	68	70	31	154	76	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1161	205	98	965	102	200	102	191	266	101	71
User Adj:	1.00	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:	127	1161	205	98	965	102	200	102	191	266	101	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1161	205	98	965	102	200	102	191	266	101	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	127	1161	205	98	965	102	200	102	210	266	101	71
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	2.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	2750	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.15	0.07	0.35	0.07	0.15	0.07	0.08	0.19	0.07	0.05
Crit Volume:		581			98				105	266		
Crit Moves:		****			****				****	****		



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	237	299	133	406	48	189	358	1104	427	929	219	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.91	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1609	1504	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1609	1504	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	325	145	441	52	205	389	1200	464	1010	238	280
RTOR Reduction (vph)	0	19	0	0	60	31	0	0	0	0	0	190
Lane Group Flow (vph)	258	451	0	441	72	94	389	1200	464	1010	238	90
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	15.0	51.1		15.6	10.4	73.0	26.3	62.6	100.0	32.3	32.3	32.3
Effective Green, g (s)	15.0	51.1		15.6	10.4	73.0	26.3	62.6	100.0	32.3	32.3	32.3
Actuated g/C Ratio	0.15	0.51		0.16	0.10	0.73	0.26	0.63	1.00	0.32	0.32	0.32
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	266	872		536	167	1158	466	3183	1583	1143	602	511
v/s Ratio Prot	c0.15	c0.05		0.13	0.04	0.01	c0.22	0.24		c0.29	0.13	
v/s Ratio Perm		0.23				0.05			c0.29			0.06
v/c Ratio	0.97	0.52		0.82	0.43	0.08	0.83	0.38	0.29	0.88	0.40	0.18
Uniform Delay, d1	42.3	16.3		40.9	42.0	3.9	34.8	9.2	0.0	32.1	26.3	24.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.23	0.69	1.00	1.00	1.00	1.00
Incremental Delay, d2	46.2	0.5		9.9	1.8	0.0	10.1	0.3	0.4	10.0	1.9	0.8
Delay (s)	88.5	16.8		50.7	43.8	3.9	53.0	6.5	0.4	42.1	28.2	25.1
Level of Service	F	B		D	D	A	D	A	A	D	C	C
Approach Delay (s)					41.0			14.0		36.8		
Approach LOS					D			B		D		

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	584	407	89	79	647	111	598	506	115	326	987	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	838	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	635	442	97	86	703	121	650	550	125	354	1073	493
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	85	0	0	0
Lane Group Flow (vph)	635	442	69	86	703	121	650	550	40	354	1073	493
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	45.0	45.0	45.0	45.0	45.0	100.0	32.0	32.0	32.0	11.0	47.0	100.0
Effective Green, g (s)	45.0	45.0	45.0	45.0	45.0	100.0	32.0	32.0	32.0	11.0	47.0	100.0
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.45	1.00	0.32	0.32	0.32	0.11	0.47	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1545	1593	712	377	712	1583	1627	596	507	378	1663	1583
v/s Ratio Prot	0.18	0.12					0.13	c0.30		c0.10	0.30	
v/s Ratio Perm			0.04	0.10	c0.44	0.08			0.03			0.31
v/c Ratio	0.41	0.28	0.10	0.23	0.99	0.08	0.40	0.92	0.08	0.94	0.65	0.31
Uniform Delay, d1	18.6	17.3	15.8	16.9	27.2	0.0	26.5	32.8	23.7	44.2	20.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.79	1.29	1.09	0.32	1.00
Incremental Delay, d2	0.2	0.1	0.1	0.3	30.3	0.1	0.7	21.3	0.3	22.7	1.3	0.3
Delay (s)	18.7	17.4	15.9	17.2	57.5	0.1	20.1	47.3	30.9	70.9	7.7	0.3
Level of Service	B	B	B	B	E	A	C	D	C	E	A	A
Approach Delay (s)		18.0					32.4				17.5	
Approach LOS		B					C				B	

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
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):	0.444
Loss Time (sec):	8	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	756	0	0	620	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	756	0	0	620	0	0	0	0	0	0	0
Added Vol:	0	389	42	158	347	0	0	0	0	81	0	49
PasserByVol:	0	25	5	16	15	0	0	0	0	16	0	4
Initial Fut:	0	1170	47	174	982	0	0	0	0	97	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1170	47	174	982	0	0	0	0	97	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	47	174	982	0	0	0	0	97	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	0	1170	47	174	982	0	0	0	0	107	0	58
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.88	0.12	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4110	165	1425	4275	0	0	0	0	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.12	0.23	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Volume:			406	174					0	53		
Crit Moves:			****	****						****		

Rocklin Crossings
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):	0.836
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	253	627	68	71	484	61	166	236	341	43	136	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:	253	627	68	71	484	61	166	236	341	43	136	41
Added Vol:	89	254	9	92	252	70	76	55	88	6	39	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	881	77	163	736	131	242	291	429	49	175	129
User Adj:	1.00	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:	342	881	77	163	736	131	242	291	429	49	175	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	881	77	163	736	131	242	291	429	49	175	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	881	77	163	736	131	242	291	429	49	175	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.58	0.42
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	792	583
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.06	0.12	0.18	0.10	0.18	0.11	0.31	0.04	0.22	0.22
Crit Volume:		441		163			242					304
Crit Moves:		****		****			****					****

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

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	8	Average Delay (sec/veh):	44.5
Optimal Cycle:	172	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	9	397	101	377	311	7	8	18	9	74	9	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	397	101	377	311	7	8	18	9	74	9	408
Added Vol:	0	102	20	51	94	0	0	0	0	15	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	499	121	428	405	7	8	18	9	89	9	453
User Adj:	1.00	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:	9	512	124	439	415	7	8	18	9	91	9	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	512	124	439	415	7	8	18	9	91	9	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	512	124	439	415	7	8	18	9	91	9	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.85	0.85
Lanes:	1.00	0.80	0.20	1.00	0.98	0.02	0.23	0.51	0.26	1.00	0.02	0.98
Final Sat.:	1805	1485	360	1805	1862	32	414	933	466	1805	32	1589
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.24	0.22	0.22	0.02	0.02	0.02	0.05	0.29	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.35	0.35	0.25	0.59	0.59	0.02	0.02	0.02	0.30	0.30	0.55
Volume/Cap:	0.38	0.98	0.98	0.98	0.38	0.38	0.98	0.98	0.98	0.17	0.98	0.53
Delay/Veh:	58.6	61.8	61.8	74.0	11.2	11.2	188.6	189	188.6	26.0	69.9	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	61.8	61.8	74.0	11.2	11.2	188.6	189	188.6	26.0	69.9	15.1
LOS by Move:	E	E	E	E	B	B	F	F	F	C	E	B
HCM2kAvgQ:	1	26	26	19	7	7	3	3	3	2	20	10

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

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	8	Average Delay (sec/veh):	21.2
Optimal Cycle:	25	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	56	398	140	55	218	312	44	48	56	115	47	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:	56	398	140	55	218	312	44	48	56	115	47	64
Added Vol:	35	39	0	0	50	28	28	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	437	140	55	268	340	72	48	72	115	47	64
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	94	451	144	57	276	0	74	49	74	119	48	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	451	144	57	276	0	74	49	74	119	48	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	451	144	57	276	0	74	49	74	119	48	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	1.00	0.78	0.78	0.85	0.62	0.91	0.91
Lanes:	1.00	1.51	0.49	1.00	1.00	1.00	0.60	0.40	1.00	1.00	0.42	0.58
Final Sat.:	1805	2636	844	1805	1900	1900	887	591	1615	1178	735	1000
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.15	0.00	0.08	0.08	0.05	0.10	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.16	0.51	0.51	0.09	0.45	0.00	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.32	0.33	0.33	0.33	0.32	0.00	0.27	0.27	0.15	0.32	0.21	0.21
Delay/Veh:	37.8	14.3	14.3	43.5	18.0	0.0	26.2	26.2	25.0	26.9	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	14.3	14.3	43.5	18.0	0.0	26.2	26.2	25.0	26.9	25.6	25.6
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	2	5	0	3	3	2	3	3	3

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

Rocklin Crossings
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): 11.9 Worst Case Level Of Service: C[24.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0 0	0	0 0 0	0	0	1 0	0	1
Volume Module:												
Base Vol:	0 190	46		141 246	0		0 0 0	0		130 0	402	
Growth Adj:	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:	0 190	46		141 246	0		0 0 0	0		130 0	402	
Added Vol:	0 54	11		25 41	0		0 0 0	0		41 0	20	
PasserByVol:	0 0	0		0 0	0		0 0 0	0		0 0	0	
Initial Fut:	0 244	57		166 287	0		0 0 0	0		171 0	422	
User Adj:	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:	0.93 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:	0 263	62		179 310	0		0 0 0	0		185 0	456	
Reduct Vol:	0 0	0		0 0	0		0 0 0	0		0 0	0	
FinalVolume:	0 263	62		179 310	0		0 0 0	0		185 0	456	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx	xxxxx		xxxx xxxxx			6.4 xxxx	6.2	
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx	xxxxx		xxxx xxxxx			3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			325 xxxx xxxxx	xxxx		xxxx xxxx xxxxx			932 xxxx	263	
Potent Cap.:	xxxx xxxx xxxxx			1246 xxxx xxxxx	xxxx		xxxx xxxx xxxxx			298 xxxx	780	
Move Cap.:	xxxx xxxx xxxxx			1246 xxxx xxxxx	xxxx		xxxx xxxx xxxxx			262 xxxx	780	
Volume/Cap:	xxxx xxxx xxxx			0.14 xxxx xxxx	xxxx		xxxx xxxx xxxx			0.71 xxxx	0.58	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.5 xxxx xxxxx	xxxx		xxxx xxxx xxxxx			4.8 xxxx	3.9	
Control Del:	xxxxx xxxx xxxxx			8.4 xxxx xxxxx	xxxxx		xxxx xxxx xxxxx			46.1 xxxx	15.9	
LOS by Move:	* *	*		A *	*		* *	*		E *	C	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			0.5 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			8.4 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* *	*		A *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.6		
ApproachLOS:	*			*			*			C		

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

Rocklin Crossings
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): 3.4 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	28	0	58	0	0	0	1	76	23	46	74	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:	28	0	58	0	0	0	1	76	23	46	74	0
Added Vol:	25	0	6	0	0	0	0	69	22	9	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	64	0	0	0	1	145	45	55	151	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	54	0	66	0	0	0	1	149	46	56	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	0	66	0	0	0	1	149	46	56	155	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	442	442	172	xxxx	xxxx	xxxxx	155	xxxx	xxxxx	195	xxxx	xxxxx
Potent Cap.:	577	513	877	xxxx	xxxx	xxxxx	1438	xxxx	xxxxx	1390	xxxx	xxxxx
Move Cap.:	558	491	877	xxxx	xxxx	xxxxx	1438	xxxx	xxxxx	1390	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.07	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	697	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 0	1 0	1 0	0 0	1	0	0 0	0 0 0
Volume Module:												
Base Vol:	162	52	0	0	36	36	69	0	219	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:	162	52	0	0	36	36	69	0	219	0	0	0
Added Vol:	104	10	0	0	9	27	40	0	110	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	62	0	0	45	63	109	0	329	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	299	70	0	0	51	71	122	0	369	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	70	0	0	51	71	122	0	369	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	70	0	0	51	71	122	0	369	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.42	0.58	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	548	586	0	0	251	351	551	0	678	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.12	xxxx	xxxx	0.20	0.20	0.22	xxxx	0.54	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	16.1	9.4	0.0	0.0	10.0	10.0	10.8	0.0	13.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	9.4	0.0	0.0	10.0	10.0	10.8	0.0	13.5	0.0	0.0	0.0
LOS by Move:	C	A	*	*	B	B	B	*	B	*	*	*
ApproachDel:	14.8			10.0			12.8			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.8			10.0			12.8			xxxxxx		
LOS by Appr:	B			B			B			*		
AllWayAvgQ:	1.1	0.1	0.0	0.2	0.2	0.2	0.3	0.0	1.1	0.0	0.0	0.0

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

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

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	9	Average Delay (sec/veh):	41.7
Optimal Cycle:	155	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	483	51	174	358	4	1	4	2	94	16	139
Growth Adj:	1.00	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	483	51	174	358	4	1	4	2	94	16	139
Added Vol:	0	446	4	45	346	0	0	0	0	9	0	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	929	55	219	704	4	1	4	2	103	16	217
User Adj:	1.00	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:	2	950	56	224	720	4	1	4	2	105	16	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	950	56	224	720	4	1	4	2	105	16	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	950	56	224	720	4	1	4	2	105	16	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.94	0.94	0.94	0.82	0.82	0.82
Lanes:	1.00	0.94	0.06	1.00	0.99	0.01	0.14	0.57	0.29	0.31	0.05	0.64
Final Sat.:	1805	1779	105	1805	1887	11	254	1015	508	475	74	1000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.12	0.38	0.38	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.55	0.55	0.13	0.68	0.68	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.56	0.97	0.97	0.97	0.56	0.56	0.02	0.02	0.02	0.97	0.97	0.97
Delay/Veh:	174.2	41.7	41.7	92.9	8.9	8.9	29.8	29.8	29.8	76.9	76.9	76.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.2	41.7	41.7	92.9	8.9	8.9	29.8	29.8	29.8	76.9	76.9	76.9
LOS by Move:	F	D	D	F	A	A	C	C	C	E	E	E
HCM2kAvgQ:	0	36	36	11	12	12	0	0	0	15	15	15

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

Rocklin Crossings
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): 1.3 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 0 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	654	14	33	364	0	0	0	0	13	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	654	14	33	364	0	0	0	0	13	0	64
Added Vol:	0	232	0	0	246	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	886	14	33	610	0	0	0	0	13	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:	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	948	15	35	652	0	0	0	0	14	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	948	15	35	652	0	0	0	0	14	0	68
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	963	xxxx	xxxxx	xxxx	xxxx	xxxxx	1678	xxxx	955
Potent Cap.:	xxxx	xxxx	xxxxx	723	xxxx	xxxxx	xxxx	xxxx	xxxxx	106	xxxx	316
Move Cap.:	xxxx	xxxx	xxxxx	723	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	xxxx	316
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	45.9	xxxx	19.5
LOS by Move:	*	*	*	B	*	*	*	*	*	E	*	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.0		
ApproachLOS:	*			*			*			C		

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

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

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	9	Average Delay (sec/veh):	32.1
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	219	310	177	50	222	54	84	126	305	122	113	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:	219	310	177	50	222	54	84	126	305	122	113	48
Added Vol:	36	100	8	0	93	58	40	0	43	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	410	185	50	315	112	124	126	348	130	113	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	263	424	191	52	325	116	128	130	360	134	117	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	424	191	52	325	116	128	130	360	134	117	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	424	191	52	325	116	128	130	360	134	117	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.91	0.91	0.95	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	1805	1900	1615	1805	2559	910	1805	1900	1615	1805	1274	541
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.12	0.03	0.13	0.13	0.07	0.07	0.22	0.07	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.39	0.39	0.05	0.20	0.20	0.21	0.36	0.36	0.12	0.27	0.27
Volume/Cap:	0.63	0.58	0.31	0.58	0.63	0.63	0.34	0.19	0.63	0.63	0.34	0.34
Delay/Veh:	37.4	25.4	21.6	55.5	38.2	38.2	34.4	22.4	28.9	47.7	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	25.4	21.6	55.5	38.2	38.2	34.4	22.4	28.9	47.7	30.0	30.0
LOS by Move:	D	C	C	E	D	D	C	C	C	D	C	C
HCM2kAvgQ:	8	11	4	3	7	7	4	3	10	5	4	4

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

Rocklin Crossings
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):	0.838
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	37	349	339	95	375	66	10	55	28	352	176	100
Growth Adj:	1.00	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	349	339	95	375	66	10	55	28	352	176	100
Added Vol:	0	51	248	14	50	0	0	10	0	225	10	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	400	587	109	425	66	10	65	28	577	186	116
User Adj:	1.00	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	400	587	109	425	66	10	65	28	577	186	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	400	587	109	425	66	10	65	28	577	186	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
FinalVolume:	37	400	587	109	425	66	10	65	28	635	186	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	1.73	0.27	1.00	1.40	0.60	1.55	0.45	1.00
Final Sat.:	1375	2750	1375	1375	2380	370	1375	1922	828	2127	623	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.43	0.08	0.18	0.18	0.01	0.03	0.03	0.30	0.30	0.08
Crit Volume:			587	109				47		410		
Crit Moves:			****	****				****		****		

Rocklin Crossings
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):	0.687
Loss Time (sec):	8	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	35	15	24	406	31	203	197	420	15	25	343	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	15	24	406	31	203	197	420	15	25	343	402
Added Vol:	0	0	0	56	0	80	85	304	0	0	338	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	15	24	462	31	283	282	724	15	25	681	445
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:	35	15	24	462	31	283	282	724	15	25	681	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	15	24	462	31	283	282	724	15	25	681	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	15	24	508	31	283	282	724	15	25	681	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	0.38	0.62	1.89	0.11	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1375	529	846	2592	158	1375	1375	2694	56	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.20	0.20	0.21	0.21	0.27	0.27	0.02	0.25	0.00
Crit Volume:		39				283	282				341	
Crit Moves:		****				****	****				****	

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #3 Rocklin Road/I-80 Westbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	6	Average Delay (sec/veh):	23.4
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	14	7	108	0	441	338	376	580	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	14	7	108	0	441	338	376	580	0
Added Vol:	0	0	0	33	0	102	0	268	91	56	279	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	7	210	0	709	429	432	859	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	54	8	241	0	813	492	495	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	8	241	0	813	492	495	985	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	54	8	241	0	813	492	495	985	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.86	0.86	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.03	0.97	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	52	1572	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.15	0.15	0.00	0.23	0.30	0.27	0.27	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.39	0.39	0.35	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.17	0.78	0.78	0.00	0.58	0.78	0.78	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	33.6	49.7	49.7	0.0	24.5	32.8	35.0	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.6	49.7	49.7	0.0	24.5	32.8	35.0	4.6	0.0
LOS by Move:	A	A	A	C	D	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	1	9	9	0	10	14	13	5	0

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #4 Rocklin Road/I-80 Eastbound Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	6	Average Delay (sec/veh):	25.5
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	307	2	359	0	0	0	127	333	0	0	650	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	2	359	0	0	0	127	333	0	0	650	42
Added Vol:	114	0	65	0	0	0	101	199	0	0	220	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	2	424	0	0	0	228	532	0	0	870	75
User Adj:	1.00	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:	456	2	459	0	0	0	247	576	0	0	943	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	2	459	0	0	0	247	576	0	0	943	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
FinalVolume:	456	2	459	0	0	0	247	576	0	0	943	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.49	0.01	1.50	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.84	0.16
Final Sat.:	2432	8	2438	0	0	0	1805	3610	0	0	3284	283
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.19	0.00	0.00	0.00	0.14	0.16	0.00	0.00	0.29	0.29
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.00	0.00	0.00	0.18	0.56	0.00	0.00	0.38	0.38
Volume/Cap:	0.50	0.75	0.50	0.00	0.00	0.00	0.75	0.28	0.00	0.00	0.75	0.75
Delay/Veh:	24.2	29.8	24.2	0.0	0.0	0.0	48.1	11.4	0.0	0.0	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	29.8	24.2	0.0	0.0	0.0	48.1	11.4	0.0	0.0	29.2	29.2
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	7	14	8	0	0	0	7	5	0	0	16	16

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

Rocklin Crossings
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):	0.399
Loss Time (sec):	8	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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	21	10	37	9	5	34	13	332	28	31	317	8
Growth Adj:	1.00	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	37	9	5	34	13	332	28	31	317	8
Added Vol:	16	18	0	22	18	7	7	63	18	0	66	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	28	37	31	23	41	20	395	46	31	383	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:	1.00	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	28	37	31	23	41	20	395	46	31	383	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	28	37	31	23	41	20	395	46	31	383	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	28	37	31	23	41	20	395	46	31	383	30
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:	0.57	0.43	1.00	0.57	0.43	1.00	1.00	0.90	0.10	1.00	0.93	0.07
Final Sat.:	811	614	1425	818	607	1425	1425	1276	149	1425	1321	104
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.04	0.04	0.03	0.01	0.31	0.31	0.02	0.29	0.29
Crit Volume:		65			31			441			31	
Crit Moves:		****			****			****			****	

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #6 Dominguez Road/Granite Drive

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[14.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	39	217	0	0	206	9	9	0	44	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:	39	217	0	0	206	9	9	0	44	0	0	0
Added Vol:	5	159	0	0	157	29	31	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	376	0	0	363	38	40	0	49	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	52	441	0	0	426	45	47	0	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	441	0	0	426	45	47	0	58	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	471	xxxx	xxxxx	xxxx	xxxx	xxxxx	772	993	235	xxxx	xxxx	xxxxx
Potent Cap.:	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	247	773	xxxx	xxxx	xxxxx
Move Cap.:	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	236	773	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	480	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	8	Average Delay (sec/veh):	32.7
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	62	259	188		53	245	68		62	263	49		149	232	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:	62	259	188		53	245	68		62	263	49		149	232	30	
Added Vol:	53	434	166		3	425	27		25	11	54		177	12	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	693	354		56	670	95		87	274	103		326	244	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	121	728	372		59	704	100		91	288	108		342	256	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	728	372		59	704	100		91	288	108		342	256	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	1.00		1.00	1.00	1.00	
FinalVolume:	121	728	372		59	704	100		91	288	108		342	256	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.93	0.93		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	1.32	0.68		1.00	1.75	0.25		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2268	1158		1805	3102	440		1805	1900	1615		1805	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32	0.32		0.03	0.23	0.23		0.05	0.15	0.07		0.19	0.13	0.02	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.11	0.43	0.43		0.04	0.36	0.36		0.12	0.20	0.20		0.25	0.33	0.33	
Volume/Cap:	0.63	0.76	0.76		0.76	0.63	0.63		0.41	0.76	0.33		0.76	0.41	0.07	
Delay/Veh:	49.2	26.6	26.6		81.0	27.4	27.4		41.7	46.0	34.9		41.7	26.5	23.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.2	26.6	26.6		81.0	27.4	27.4		41.7	46.0	34.9		41.7	26.5	23.1	
LOS by Move:	D	C	C		F	C	C		D	D	C		D	C	C	
HCM2kAvgQ:	4	15	15		3	11	11		3	10	3		11	6	1	

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	8	Average Delay (sec/veh):	16.8
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	1 1	0	0 0	0 1	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	491	78	57	361	1	0	1	36	71	0	56
Growth Adj:	1.00	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	491	78	57	361	1	0	1	36	71	0	56
Added Vol:	0	627	161	26	630	0	0	0	0	170	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1118	239	83	991	1	0	1	36	241	0	82
User Adj:	1.00	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	1191	255	88	1055	1	0	1	38	257	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1191	255	88	1055	1	0	1	38	257	0	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1191	255	88	1055	1	0	1	38	257	0	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	0.95	1.00	0.87	0.87	0.75	1.00	0.85
Lanes:	0.00	1.65	0.35	1.00	1.99	0.01	0.00	0.03	0.97	1.00	0.00	1.00
Final Sat.:	0	2897	619	1805	3606	4	0	45	1606	1421	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.05	0.29	0.29	0.00	0.02	0.02	0.18	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.59	0.59	0.07	0.66	0.66	0.00	0.26	0.26	0.26	0.00	0.26
Volume/Cap:	0.00	0.70	0.70	0.70	0.44	0.44	0.00	0.09	0.09	0.69	0.00	0.21
Delay/Veh:	0.0	15.3	15.3	61.1	8.3	8.3	0.0	28.2	28.2	39.1	0.0	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	15.3	61.1	8.3	8.3	0.0	28.2	28.2	39.1	0.0	29.2
LOS by Move:	A	B	B	E	A	A	A	C	C	D	A	C
HCM2kAvgQ:	0	15	15	3	8	8	0	1	1	8	0	2

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

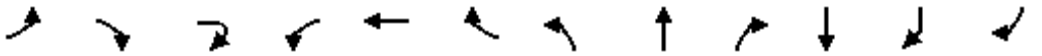
Rocklin Crossings
Existing + Approved + Project Saturday

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): 0.807
Loss Time (sec): 8 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			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	0	2		1	0	1	0	1	
Volume Module:																								
Base Vol:	113	404	102				74	291	66				81	38	79				125	27	44			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	113	404	102				74	291	66				81	38	79				125	27	44			
Added Vol:	26	660	204				52	736	12				81	101	26				188	93	48			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	139	1064	306				126	1027	78				162	139	105				313	120	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:	1.00	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	1064	306				126	1027	78				162	139	105				313	120	92			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	139	1064	306				126	1027	78				162	139	105				313	120	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	1.10				1.00	1.00	1.00			
FinalVolume:	139	1064	306				126	1027	78				162	139	116				313	120	92			
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	2.00				1.00	1.00	1.00			
Final Sat.:	1375	2750	1375				1375	2750	1375				1375	1375	2750				1375	1375	1375			
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.39	0.22				0.09	0.37	0.06				0.12	0.10	0.04				0.23	0.09	0.07			
Crit Volume:		532					126							139					313					
Crit Moves:		****					****							****					****					



Movement	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	276	369	161	325	62	170	524	1053	512	805	250	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	0.93	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	1639	1504	1770	5085	1583	3539	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	1639	1504	1770	5085	1583	3539	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	300	401	175	353	67	185	570	1145	557	875	272	395
RTOR Reduction (vph)	0	17	0	0	31	30	0	0	0	0	0	272
Lane Group Flow (vph)	300	559	0	353	101	90	570	1145	557	875	272	123
Turn Type	Prot	custom		Prot		custom	Prot		Free		Prot	Perm
Protected Phases	7	4		3	8	8	5	2		6	6	
Permitted Phases		5 7				2			Free			6
Actuated Green, G (s)	22.9	65.8		26.8	11.8	80.1	35.0	68.3	115.0	29.3	29.3	29.3
Effective Green, g (s)	22.9	65.8		26.8	11.8	80.1	35.0	68.3	115.0	29.3	29.3	29.3
Actuated g/C Ratio	0.20	0.57		0.23	0.10	0.70	0.30	0.59	1.00	0.25	0.25	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	352	961		800	168	1100	539	3020	1583	902	475	403
v/s Ratio Prot	c0.17	c0.04		0.10	0.06	0.01	c0.32	0.23		c0.25	0.15	
v/s Ratio Perm		0.31				0.05			c0.35			0.08
v/c Ratio	0.85	0.58		0.44	0.60	0.08	1.06	0.38	0.35	0.97	0.57	0.31
Uniform Delay, d1	44.4	15.8		37.7	49.3	5.6	40.0	12.2	0.0	42.4	37.4	34.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.72	0.44	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.7	0.9		0.4	5.6	0.0	48.1	0.2	0.4	23.5	5.0	1.9
Delay (s)	62.1	16.7		38.1	55.0	5.6	76.8	5.6	0.4	66.0	42.3	36.6
Level of Service	E	B		D	D	A	E	A	A	E	D	D
Approach Delay (s)					35.3			22.2		54.3		
Approach LOS					D			C		D		

Intersection Summary			
HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	584	567	204	106	817	142	688	378	158	445	863	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1863	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.37	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	683	1583	1583	5085	1863	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	635	616	222	115	888	154	748	411	172	484	938	383
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	135	0	0	0
Lane Group Flow (vph)	635	616	202	115	888	154	748	411	37	484	938	383
Turn Type	Split		Perm	custom	custom	Free		Prot	Perm	Prot		Free
Protected Phases	4	4					2	2		1	6	
Permitted Phases			4	7	7	Free			2			Free
Actuated Green, G (s)	62.0	62.0	62.0	62.0	62.0	115.0	25.0	25.0	25.0	16.0	45.0	115.0
Effective Green, g (s)	62.0	62.0	62.0	62.0	62.0	115.0	25.0	25.0	25.0	16.0	45.0	115.0
Actuated g/C Ratio	0.54	0.54	0.54	0.54	0.54	1.00	0.22	0.22	0.22	0.14	0.39	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1851	1908	853	368	853	1583	1105	405	344	478	1385	1583
v/s Ratio Prot	0.18	0.17					0.15	c0.22		c0.14	0.27	
v/s Ratio Perm			0.13	0.17	c0.56	0.10			0.02			0.24
v/c Ratio	0.34	0.32	0.24	0.31	1.04	0.10	0.68	1.01	0.11	1.01	0.68	0.24
Uniform Delay, d1	15.0	14.8	14.0	14.7	26.5	0.0	41.3	45.0	36.1	49.5	29.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.80	0.65	0.82	0.68	1.00
Incremental Delay, d2	0.1	0.1	0.1	0.5	42.0	0.1	3.2	47.7	0.6	38.3	2.0	0.3
Delay (s)	15.1	14.9	14.1	15.2	68.5	0.1	35.4	83.6	24.0	78.7	21.6	0.3
Level of Service	B	B	B	B	E	A	D	F	C	E	C	A
Approach Delay (s)		14.9					48.8				32.4	
Approach LOS		B					D				C	

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Rocklin Crossings
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):	0.449
Loss Time (sec):	8	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	532	0	0	541	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	532	0	0	541	0	0	0	0	0	0	0
Added Vol:	0	509	47	175	416	0	0	0	0	102	0	65
PasserByVol:	0	34	8	21	20	0	0	0	0	20	0	5
Initial Fut:	0	1075	55	196	977	0	0	0	0	122	0	70
User Adj:	1.00	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	1075	55	196	977	0	0	0	0	122	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1075	55	196	977	0	0	0	0	122	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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
FinalVolume:	0	1075	55	196	977	0	0	0	0	134	0	77
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	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4067	208	1425	4275	0	0	0	0	2850	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.14	0.23	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Crit Volume:			377	196					0	67		
Crit Moves:			****	****						****		

Rocklin Crossings
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):	0.809
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	2 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	214	432	34	39	374	74	80	160	257	47	185	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	432	34	39	374	74	80	160	257	47	185	70
Added Vol:	62	332	8	115	309	77	83	38	52	7	36	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	764	42	154	683	151	163	198	309	54	221	193
User Adj:	1.00	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:	276	764	42	154	683	151	163	198	309	54	221	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	764	42	154	683	151	163	198	309	54	221	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	764	42	154	683	151	163	198	309	54	221	193
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.53	0.47
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	734	641
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.03	0.11	0.17	0.11	0.12	0.07	0.22	0.04	0.30	0.30
Crit Volume:		382			154			163			414	
Crit Moves:		****			****			****			****	

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	8	Average Delay (sec/veh):	31.1
Optimal Cycle:	77	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	16	330	138	308	292	21	11	12	18	91	11	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:	16	330	138	308	292	21	11	12	18	91	11	294
Added Vol:	0	115	18	37	123	0	0	0	0	19	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	445	156	345	415	21	11	12	18	110	11	332
User Adj:	1.00	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:	16	457	160	355	427	22	11	12	18	113	11	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	457	160	355	427	22	11	12	18	113	11	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
FinalVolume:	16	457	160	355	427	22	11	12	18	113	11	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.99	0.99	0.93	0.93	0.93	0.95	0.86	0.86
Lanes:	1.00	0.74	0.26	1.00	0.95	0.05	0.27	0.29	0.44	1.00	0.03	0.97
Final Sat.:	1805	1352	474	1805	1796	91	473	516	775	1805	52	1572
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.20	0.24	0.24	0.02	0.02	0.02	0.06	0.22	0.22
Crit Moves:		****		****				****			****	
Green/Cycle:	0.02	0.40	0.40	0.23	0.61	0.61	0.03	0.03	0.03	0.26	0.26	0.49
Volume/Cap:	0.39	0.84	0.84	0.84	0.39	0.39	0.84	0.84	0.84	0.24	0.84	0.44
Delay/Veh:	54.0	35.9	35.9	50.9	10.1	10.1	120.2	120	120.2	29.7	49.6	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	35.9	35.9	50.9	10.1	10.1	120.2	120	120.2	29.7	49.6	17.0
LOS by Move:	D	D	D	D	B	B	F	F	F	C	D	B
HCM2kAvgQ:	1	20	20	13	7	7	3	3	3	3	13	7

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	8	Average Delay (sec/veh):	22.4
Optimal Cycle:	24	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	96	292	115	46	144	240	65	55	38	65	50	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	292	115	46	144	240	65	55	38	65	50	58
Added Vol:	45	45	0	0	44	21	22	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	337	115	46	188	261	87	55	53	65	50	58
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:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	354	121	48	197	0	91	58	56	68	52	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	354	121	48	197	0	91	58	56	68	52	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	354	121	48	197	0	91	58	56	68	52	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	1.00	1.00	0.77	0.77	0.85	0.59	0.92	0.92
Lanes:	1.00	1.49	0.51	1.00	1.00	1.00	0.61	0.39	1.00	1.00	0.46	0.54
Final Sat.:	1805	2589	884	1805	1900	1900	892	564	1615	1117	808	938
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.03	0.10	0.00	0.10	0.10	0.03	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.26	0.50	0.50	0.10	0.33	0.00	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.31	0.28	0.28	0.28	0.31	0.00	0.31	0.31	0.11	0.19	0.20	0.20
Delay/Veh:	30.1	14.8	14.8	42.7	25.2	0.0	25.6	25.6	23.6	24.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	14.8	14.8	42.7	25.2	0.0	25.6	25.6	23.6	24.4	24.4	24.4
LOS by Move:	C	B	B	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	2	5	0	4	4	1	2	3	3

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

Rocklin Crossings
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): 7.4 Worst Case Level Of Service: C[16.9]

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	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	206		63			95		156		0		0		0		0		82		0		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:	0	206		63			95		156		0		0		0		0		82		0		273	
Added Vol:	0	70		13			18		40		0		0		0		0		46		0		21	
PasserByVol:	0	0		0			0		0		0		0		0		0		0		0		0	
Initial Fut:	0	276		76			113		196		0		0		0		0		128		0		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:	0.89	0.89		0.89			0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	0	310		85			127		220		0		0		0		0		144		0		330	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
FinalVolume:	0	310		85			127		220		0		0		0		0		144		0		330	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx		6.4		xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx		3.5		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			395		xxxx		xxxxx		xxxx		xxxx		xxxxx		783		xxxx		310	
Potent Cap.:	xxxx	xxxx		xxxxx			1174		xxxx		xxxxx		xxxx		xxxx		xxxxx		365		xxxx		735	
Move Cap.:	xxxx	xxxx		xxxxx			1174		xxxx		xxxxx		xxxx		xxxx		xxxxx		333		xxxx		735	
Volume/Cap:	xxxx	xxxx		xxxx			0.11		xxxx		xxxx		xxxx		xxxx		xxxx		0.43		xxxx		0.45	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.4		xxxx		xxxxx		xxxx		xxxx		xxxxx		2.1		xxxx		2.3	
Control Del:	xxxxx	xxxx		xxxxx			8.4		xxxx		xxxxx		xxxxx		xxxx		xxxxx		23.8		xxxx		13.8	
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			0.4		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx			8.4		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*	*		*			A		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						16.9					
ApproachLOS:	*						*						*						C					

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

Rocklin Crossings
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): 3.5 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:	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:	17	0	63	0	0	0	0	69	18	50	59	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:	17	0	63	0	0	0	0	69	18	50	59	0
Added Vol:	29	0	6	0	0	0	0	77	26	7	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	0	69	0	0	0	0	146	44	57	144	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.89 0.89	0.89		0.89 0.89	0.89		0.89 0.89	0.89		0.89 0.89	0.89	
PHF Volume:	52	0	78	0	0	0	0	164	50	64	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	0	78	0	0	0	0	164	50	64	162	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	480	480	189	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		214	xxxx	xxxxx
Potent Cap.:	549	488	858	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1368	xxxx	xxxxx
Move Cap.:	528	465	858	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1368	xxxx	xxxxx
Volume/Cap:	0.10 0.00	0.09		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.1	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 686	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	xxxxx 0.7	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx 11.5	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		7.8	xxxx	xxxxx
Shared LOS:	* B	*		*	*	*	*	*	*	A	*	*
ApproachDel:	11.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #18 Barton Road/Rocklin Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	149	23	0	0	23	56	39	0	176	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	23	0	0	23	56	39	0	176	0	0	0
Added Vol:	134	12	0	0	13	30	33	0	124	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	35	0	0	36	86	72	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	309	38	0	0	39	94	79	0	327	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	38	0	0	39	94	79	0	327	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	38	0	0	39	94	79	0	327	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.30	0.70	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	566	608	0	0	187	446	552	0	679	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.06	xxxx	xxxx	0.21	0.21	0.14	xxxx	0.48	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	15.7	8.8	0.0	0.0	9.8	9.8	10.0	0.0	12.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	8.8	0.0	0.0	9.8	9.8	10.0	0.0	12.1	0.0	0.0	0.0
LOS by Move:	C	A	*	*	A	A	A	*	B	*	*	*
ApproachDel:	14.9			9.8			11.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.9			9.8			11.7			xxxxxx		
LOS by Appr:	B			A			B			*		
AllWayAvgQ:	1.1	0.1	0.0	0.2	0.2	0.2	0.2	0.0	0.8	0.0	0.0	0.0

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	9	Average Delay (sec/veh):	26.8
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	3	228	82	118	238	0	1	4	1	72	17	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	228	82	118	238	0	1	4	1	72	17	139
Added Vol:	0	428	3	51	420	0	0	0	0	3	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	656	85	169	658	0	1	4	1	75	17	199
User Adj:	1.00	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:	3	723	94	186	725	0	1	4	1	83	19	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	723	94	186	725	0	1	4	1	83	19	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	723	94	186	725	0	1	4	1	83	19	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.94	0.94	0.94	0.83	0.83	0.83
Lanes:	1.00	0.89	0.11	1.00	1.00	0.00	0.17	0.66	0.17	0.26	0.06	0.68
Final Sat.:	1805	1653	214	1805	1900	0	299	1195	299	406	92	1078
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.10	0.38	0.00	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.53	0.53	0.13	0.66	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.58	0.82	0.82	0.82	0.58	0.00	0.01	0.01	0.01	0.82	0.82	0.82
Delay/Veh:	149.4	24.6	24.6	62.7	10.2	0.0	28.3	28.3	28.3	48.1	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.4	24.6	24.6	62.7	10.2	0.0	28.3	28.3	28.3	48.1	48.1	48.1
LOS by Move:	F	C	C	E	B	A	C	C	C	D	D	D
HCM2kAvgQ:	1	23	23	8	13	0	0	0	0	12	12	12

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

Rocklin Crossings
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): 0.9 Worst Case Level Of Service: C[18.8]

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	0	1	0		1	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	371		15			46	373		0			0	0		0			12	0		33		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0	371		15			46	373		0			0	0		0			12	0		33		
Added Vol:	0	258		0			0	282		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	0	629		15			46	655		0			0	0		0			12	0		33		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	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	661		16			48	689		0			0	0		0			13	0		35		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	661		16			48	689		0			0	0		0			13	0		35		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx		6.2		
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			677	xxxx		xxxxx			xxxx	xxxx		xxxxx			1455	xxxx		669		
Potent Cap.:	xxxx	xxxx		xxxxx			924	xxxx		xxxxx			xxxx	xxxx		xxxxx			145	xxxx		461		
Move Cap.:	xxxx	xxxx		xxxxx			924	xxxx		xxxxx			xxxx	xxxx		xxxxx			139	xxxx		461		
Volume/Cap:	xxxx	xxxx		xxxx			0.05	xxxx		xxxx			xxxx	xxxx		xxxx			0.09	xxxx		0.08		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.2	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.3	xxxx		0.2		
Control Del:	xxxxx	xxxx		xxxxx			9.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			33.5	xxxx		13.4		
LOS by Move:	*	*		*			A	*		*			*	*		*			D	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						18.8					
ApproachLOS:	*						*						*						C					

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #21 Taylor Road/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	9	Average Delay (sec/veh):	27.9
Optimal Cycle:	33	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	179	278	131	30	241	64	45	62	167	88	70	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:	179	278	131	30	241	64	45	62	167	88	70	38
Added Vol:	33	108	10	0	118	46	39	0	30	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	386	141	30	359	110	84	62	197	98	70	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:	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:	216	394	144	31	366	112	86	63	201	100	71	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	394	144	31	366	112	86	63	201	100	71	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	394	144	31	366	112	86	63	201	100	71	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.53	0.47	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1805	1900	1615	1805	2667	817	1805	1900	1615	1805	1166	633
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.09	0.02	0.14	0.14	0.05	0.03	0.12	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.50	0.50	0.04	0.29	0.29	0.16	0.26	0.26	0.12	0.21	0.21
Volume/Cap:	0.48	0.42	0.18	0.42	0.48	0.48	0.29	0.13	0.48	0.48	0.29	0.29
Delay/Veh:	32.8	16.4	14.1	50.7	29.9	29.9	37.3	28.5	32.2	43.2	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	16.4	14.1	50.7	29.9	29.9	37.3	28.5	32.2	43.2	33.6	33.6
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	8	2	1	7	7	2	1	6	3	3	3

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

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

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

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	24	296	437	174	326	15	31	149	51	309	132	98
Growth Adj:	1.00	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	296	437	174	326	15	31	149	51	309	132	98
Added Vol:	0	40	105	9	37	0	0	3	0	122	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	336	542	183	363	15	31	152	51	431	134	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	336	542	183	363	15	31	152	51	431	134	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	336	542	183	363	15	31	152	51	431	134	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	24	336	542	183	363	15	31	152	51	474	134	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.50	0.50	1.56	0.44	1.00
Final Sat.:	1375	2750	1375	1375	2641	109	1375	2059	691	2144	606	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.39	0.13	0.14	0.14	0.02	0.07	0.07	0.22	0.22	0.07
Crit Volume:			542	183				102		0		
Crit Moves:			****	****				****		****		

Rocklin Crossings
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):	0.718
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 1 0	0	1
Volume Module:												
Base Vol:	71	457	456	101	487	51	31	102	28	455	271	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	457	456	101	487	51	31	102	28	455	271	154
Added Vol:	0	74	283	11	78	0	0	8	0	272	8	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	531	739	112	565	51	31	110	28	727	279	170
User Adj:	1.00	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:	71	531	739	112	565	51	31	110	28	727	279	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	531	739	112	565	51	31	110	28	727	279	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	71	531	739	112	565	51	31	110	28	800	279	170
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	1.83	0.17	1.00	1.59	0.41	1.48	0.52	1.00
Final Sat.:	1375	2750	1375	1375	2522	228	1375	2192	558	2039	711	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.54	0.08	0.22	0.22	0.02	0.05	0.05	0.39	0.39	0.12
Crit Volume:	71					308			69	539		
Crit Moves:	****					****			****	****		

Rocklin Crossings
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):	0.557
Loss Time (sec):	8	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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	37	349	339	95	375	66	10	55	28	352	176	100
Growth Adj:	1.00	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	349	339	95	375	66	10	55	28	352	176	100
Added Vol:	0	51	248	14	50	0	0	10	0	225	10	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	400	587	109	425	66	10	65	28	577	186	116
User Adj:	1.00	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	400	587	109	425	66	10	65	28	577	186	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	400	587	109	425	66	10	65	28	577	186	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
FinalVolume:	37	400	587	109	425	66	10	65	28	635	186	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	1.73	0.27	1.00	1.40	0.60	1.55	0.45	1.00
Final Sat.:	1375	2750	1375	1375	2380	370	1375	1922	828	2127	623	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.43	0.08	0.18	0.18	0.01	0.03	0.03	0.30	0.30	0.08
Crit Volume:		200		109				47		410		
Crit Moves:		****		****				****		****		

Rocklin Crossings
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):	0.665
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 3	0	1	1 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	329	376	54	37	546	46	51	139	199	76	269	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	376	54	37	546	46	51	139	199	76	269	81
Added Vol:	43	96	3	25	95	35	26	20	46	8	43	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	472	57	62	641	81	77	159	245	84	312	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	472	57	62	641	81	77	159	245	84	312	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	472	57	62	641	81	77	159	245	84	312	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	472	57	62	641	81	77	159	245	84	312	113
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	2019	731
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.04	0.05	0.16	0.06	0.06	0.06	0.18	0.06	0.15	0.15
Crit Volume:	372				214				245	84		
Crit Moves:	****				****				****	****		

Rocklin Crossings
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):	0.787
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 3	0	1	1 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	253	627	68	71	484	61	166	236	341	43	136	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:	253	627	68	71	484	61	166	236	341	43	136	41
Added Vol:	89	254	9	92	252	70	76	55	88	6	39	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	881	77	163	736	131	242	291	429	49	175	129
User Adj:	1.00	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:	342	881	77	163	736	131	242	291	429	49	175	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	881	77	163	736	131	242	291	429	49	175	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	881	77	163	736	131	242	291	429	49	175	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.15	0.85
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	1583	1167
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.06	0.12	0.18	0.10	0.18	0.11	0.31	0.04	0.11	0.11
Crit Volume:		441		163					429	49		
Crit Moves:		****		****					****	****		

Rocklin Crossings
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):	0.659
Loss Time (sec):	8	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 3	0	1	1 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	214	432	34	39	374	74	80	160	257	47	185	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	432	34	39	374	74	80	160	257	47	185	70
Added Vol:	62	332	8	115	309	77	83	38	52	7	36	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	764	42	154	683	151	163	198	309	54	221	193
User Adj:	1.00	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:	276	764	42	154	683	151	163	198	309	54	221	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	764	42	154	683	151	163	198	309	54	221	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	764	42	154	683	151	163	198	309	54	221	193
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.07	0.93
Final Sat.:	1375	2750	1375	1375	4125	1375	1375	2750	1375	1375	1468	1282
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.03	0.11	0.17	0.11	0.12	0.07	0.22	0.04	0.15	0.15
Crit Volume:		382		154			163					207
Crit Moves:		****		****			****					****

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

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	9	Average Delay (sec/veh):	18.8
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	6	149	24	132	446	21	1	19	5	70	24	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:	6	149	24	132	446	21	1	19	5	70	24	99
Added Vol:	0	142	11	70	287	0	0	0	0	3	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	291	35	202	733	21	1	19	5	73	24	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	7	360	43	250	907	26	1	24	6	90	30	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	360	43	250	907	26	1	24	6	90	30	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	360	43	250	907	26	1	24	6	90	30	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.97	0.97	0.97	0.76	0.76	0.85
Lanes:	1.00	0.89	0.11	1.00	0.97	0.03	0.04	0.76	0.20	0.75	0.25	1.00
Final Sat.:	1805	1669	201	1805	1840	53	73	1394	367	1090	358	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.14	0.49	0.49	0.02	0.02	0.02	0.08	0.08	0.09
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.47	0.47	0.30	0.76	0.76	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.65	0.46	0.46	0.46	0.65	0.65	0.12	0.12	0.12	0.57	0.57	0.65
Delay/Veh:	136.3	18.6	18.6	29.1	6.8	6.8	37.4	37.4	37.4	43.6	43.6	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.3	18.6	18.6	29.1	6.8	6.8	37.4	37.4	37.4	43.6	43.6	46.7
LOS by Move:	F	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	8	6	14	14	1	1	1	4	4	6

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

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

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	9	Average Delay (sec/veh):	27.7
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	483	51	174	358	4	1	4	2	94	16	139
Growth Adj:	1.00	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	483	51	174	358	4	1	4	2	94	16	139
Added Vol:	0	446	4	45	346	0	0	0	0	9	0	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	929	55	219	704	4	1	4	2	103	16	217
User Adj:	1.00	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:	2	950	56	224	720	4	1	4	2	105	16	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	950	56	224	720	4	1	4	2	105	16	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	950	56	224	720	4	1	4	2	105	16	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.94	0.94	0.94	0.74	0.74	0.85
Lanes:	1.00	0.94	0.06	1.00	0.99	0.01	0.14	0.57	0.29	0.87	0.13	1.00
Final Sat.:	1805	1779	105	1805	1887	11	254	1017	509	1212	188	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.12	0.38	0.38	0.00	0.00	0.00	0.09	0.09	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.61	0.61	0.14	0.75	0.75	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.51	0.87	0.87	0.87	0.51	0.51	0.03	0.03	0.03	0.55	0.55	0.87
Delay/Veh:	129.1	23.9	23.9	68.5	5.3	5.3	35.7	35.7	35.7	41.9	41.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.1	23.9	23.9	68.5	5.3	5.3	35.7	35.7	35.7	41.9	41.9	67.9
LOS by Move:	F	C	C	E	A	A	D	D	D	D	D	E
HCM2kAvgQ:	0	29	29	10	9	9	0	0	0	4	4	10

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

Rocklin Crossings
Existing + Approved + Project Saturday

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

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	9	Average Delay (sec/veh):	21.4
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1! 0	0	0 1	0	0 1
Volume Module:												
Base Vol:	3	228	82	118	238	0	1	4	1	72	17	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	228	82	118	238	0	1	4	1	72	17	139
Added Vol:	0	428	3	51	420	0	0	0	0	3	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	656	85	169	658	0	1	4	1	75	17	199
User Adj:	1.00	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:	3	723	94	186	725	0	1	4	1	83	19	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	723	94	186	725	0	1	4	1	83	19	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	723	94	186	725	0	1	4	1	83	19	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.95	0.95	0.95	0.76	0.76	0.85
Lanes:	1.00	0.89	0.11	1.00	1.00	0.00	0.17	0.66	0.17	0.82	0.18	1.00
Final Sat.:	1805	1653	214	1805	1900	0	301	1205	301	1169	265	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.10	0.38	0.00	0.00	0.00	0.00	0.07	0.07	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.59	0.14	0.72	0.00	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.53	0.74	0.74	0.74	0.53	0.00	0.02	0.02	0.02	0.39	0.39	0.74
Delay/Veh:	114.6	17.8	17.8	52.7	6.6	0.0	33.5	33.5	33.5	36.9	36.9	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.6	17.8	17.8	52.7	6.6	0.0	33.5	33.5	33.5	36.9	36.9	48.4
LOS by Move:	F	B	B	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	19	19	7	10	0	0	0	0	3	3	8

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